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To: Chair & Members of the Local  
Growth Scrutiny Committee

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Thursday, 21 July 2022

Dear Councillor

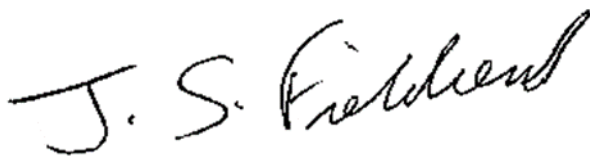
**LOCAL GROWTH SCRUTINY COMMITTEE**

You are hereby summoned to attend a meeting of the Local Growth Scrutiny Committee of the Bolsover District Council to be held in the Council Chamber, The Arc, Clowne on Monday, 1st August, 2022 at 10:00 hours.

Register of Members' Interests - Members are reminded that a Member must within 28 days of becoming aware of any changes to their Disclosable Pecuniary Interests provide written notification to the Authority's Monitoring Officer.

You will find the contents of the agenda itemised on Page 2.

Yours faithfully



Solicitor to the Council & Monitoring Officer



**Bolsover**  
District Council

**We speak your language**  
Polish **Mówimy Twoim językiem**  
Slovak **Rozprávame Vaším jazykom**  
Chinese **我们会说你的语言**

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**LOCAL GROWTH SCRUTINY COMMITTEE  
AGENDA**

***Monday, 1st August, 2022, at 10:00 hours taking place in the Council Chamber, The Arc,  
Clowne***

<b>Item No.</b>		<b>Page No.(s)</b>
	<b><u>PART A - OPEN ITEMS</u></b>	
<b>1.</b>	<b>Apologies for Absence</b>	
<b>2.</b>	<b>Urgent Items</b>  To note any urgent items of business which the Chairman has consented to being considered under the provisions of Section 100(B) 4(b) of the Local Government Act 1972.	
<b>3.</b>	<b>Declarations of Interest</b>  Members should declare the existence and nature of any Disclosable Pecuniary Interest and Non Statutory Interest as defined by the Members' Code of Conduct in respect of:  a) any business on the agenda b) any urgent additional items to be considered c) any matters arising out of those items and if appropriate, withdraw from the meeting at the relevant time.	
<b>4.</b>	<b>Minutes</b>  To consider the Minutes of the last meeting held on 14 <sup>th</sup> June, 2022.	<b>3 - 7</b>
<b>5.</b>	<b>List of Key Decisions and Items to be Considered in Private</b>	<b>8</b>
<b>6.</b>	<b>Update on Town Centre Regeneration Frameworks (Verbal Report)</b>	<b>9 - 153</b>
<b>7.</b>	<b>Agreement of Scrutiny Committee Work Programme 2022/23</b>	<b>154 - 159</b>
	<b><u>PART B - INFORMAL</u></b>	
<b>8.</b>	<b>Review of Integration of Social Value</b>	<b>160 - 179</b>



## LOCAL GROWTH SCRUTINY COMMITTEE

Minutes of a meeting of the Local Growth Scrutiny Committee of Bolsover District Council held in the Council Chamber, The Arc, Clowne on Tuesday 14 June 2022 at 10:00 hours.

### **PRESENT:-**

Members:-

Councillor Jen Wilson in the Chair

Councillors Tom Kirkham (Vice Chair), Derek Adams, Jim Clifton, and David Dixon

Officers: Chris Fridlington (Assistant Director of Development & Planning), Natalie Etches (Business Growth Manager) and Joanne Wilson (Scrutiny & Elections Officer)

### **LOC01-22/23                      APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Janet Tait.

### **LOC02-22/23                      URGENT ITEMS OF BUSINESS**

There were no urgent items of business.

### **LOC03-22/23                      DECLARATIONS OF INTEREST**

There were no declarations of interest made.

### **LOC04-22/23                      MINUTES OF MEETING ON 20 APRIL 2022**

Moved by Councillor David Dixon and seconded by Councillor Derek Adams.

**RESOLVED** that the Minutes of a Climate Change & Communities Scrutiny Committee held on 20 April be approved as a correct record.

### **LOC05-22/23                      LIST OF KEY DECISIONS AND ITEMS TO BE CONSIDERED IN PRIVATE**

Committee considered the List of Key Decisions and items to be considered in private document.

Moved by Councillor David Dixon and seconded by Councillor Derek Adams.

**RESOLVED** that the List of Key Decisions and items to be considered in private document be noted.

## LOCAL GROWTH SCRUTINY COMMITTEE

### LOC06-22/23

### WORK PROGRAMME 2022/23

Committee considered their proposed work programme for 2022/23. Members agreed to switch the items tabled for August and October given the current situation with vacant units in Bolsover Town Centre.

The Assistant Director of Development & Planning advised of the lead officer and Member in relation to HS2 but noted that there was clear confirmation the phase affecting Bolsover was not going ahead. Officers were waiting for further detail from HS2 in relation to land and buildings affected by works to date.

Moved by Councillor Derek Adams and seconded by Councillor David Dixon  
**RESOLVED** that the Work Programme 2022/23 be approved and noted.

(Scrutiny & Elections Officer)

### LOC07-22/23

### GROWTH STRATEGY – MONITORING UPDATE (INTERIM) 2022/23

The Assistant Director of Development & Planning gave Members a verbal progress update on the Business Growth Strategy. Core areas of progress included the following:

External Funding      Over the last 12months approximately £5.5m has been secured from bids.

- £1.3m from the D2N2 LEP which includes £500k for a Skills Academy; £800k in relation mine water energy;
- From DLUHC there's £200k for Prop Tech II (digital engagement with place making/planning development); £250k to digitise planning processes.
- £3.3m has gone in to the Bolsover Homes project from Homes England
- From the LGA the Council has secured £25k for mine water energy feasibility and £30k for net zero innovation and £14k for consultancy.
- £270k from the Woodland Trust
- £1.9m from the Shared Prosperity Fund over the next 3 years.

Bids in  
Development

The Business Growth Team are currently working on bids for Round 2 of the Levelling Up Fund (£20m) and Round 3 of the Cultural development Fund (£5).

BDC Land

Members will be aware of previous updates in relation to assessments of land for redevelopment and sale. Since 2019 the Council has generated £1.7m from land sales.

Oxcroft House

A further options appraisal is taking place with 3 to 4 options being considered. One interested partner is the YMCA who would be able to access alternative funding to the Council to support redevelopment of the site.

## LOCAL GROWTH SCRUTINY COMMITTEE

Pleasley Mills	Project Manager requirement is underway and it is hoped they will be in post quickly to enable work to progress at the site.
Revenue Streams	Various schemes are underway to increase the tax base of the authority. The re-development on the former Coalite site is almost complete so buildings should be in situ imminently.
Clowne Garden Village	This project is still subject to highway negotiations which is causing significant delay to the site. The Council is currently looking at alternative growth options in Shirebrook with a plan currently out to consultation. A further growth plan is being consulted on in Creswell.
Tourism	The new officer is finally in post and they will be dedicated solely to this area of delivery. The focus will be on capitalising on staycations where possible but also looking at transport between key attraction sites.

Cllr Adams questioned if it was possible for a committee or working group to be in place to support the tourism development work.

It was agreed that a closer working relationship was needed to enable the Council to build a better understanding of the local profile/tourism offer and a better understanding of the holiday accommodation available. It was noted that a glamping pods had recently set up in the Stanfree area and there was the potential to redevelop part of the Oxcroft Miners Welfare site

Cllr Kirkham queried the planned delivery via Prop Tech II and the Digital Planning improvements.

It was noted that a large part of what was to be delivered was pre-determined by the funding schemes. It was recommended that the Interim Planning Policy Manager attend to brief Members on the work taking place and the new engagement practices being used.

Moved by Councillor David Dixon and seconded by Councillor Derek Adams.

**RESOLVED** that the monitoring update be noted.

(Assistant Director of Development & Planning)

### LOC08-22/23

### UPDATE ON SHARED PROSPERITY FUND AND LEVELLING UP FUND

The Business Growth Manager outlined the priorities for the two new funding streams and how Bolsover hoped to benefit.

#### Shared Prosperity Fund

£1.96m has been agreed for the Bolsover area over the next 3 years:

- Year 1 (22/23) - £238k
- Year 2 (23/24) - £476k
- Year 3 (24/25) - £1.248m

The Fund is structured around three themes:

Community and Place                      -    Public Realm

## LOCAL GROWTH SCRUTINY COMMITTEE

- Destination management/Tourism
- Reducing crime and perception of crime
- Supporting Local Business
  - Business development and local employees
  - Upskilling
  - Diversification
  - Net zero carbon works
- People and Skills
  - Levelling up
  - Moving people into employment

A working group has been set up to improve the economic outputs of the District. The Council is required to submit its proposed Investment Plan for the funding by end of August. From a long list of potential projects a shorter list of deliverables is currently being agreed.

The Growth related priorities that have been put forward for selection are:

- |  |  |
|--|--|
| Visit Bolsover                           | This scheme aims to build up the offer available in the District and further improve the website to promote services and attractions available. There will be a full social media campaign. A Place Audit will be completed to establish exactly what is available by way of attractions and accommodation. This will link with the Community Rail/Leisure work looking at sustainable transport and cycling trails with the potential for an E-bike hub to capitalise on the cycle network. |
| Derbyshire Accelerator – Visitor Economy | Working directly with MPDD to develop a destination management scheme to improve the national and international profile of the area. Greater specialist support for visitor economy businesses.  |
| Business Support via EM Chamber.         | This will focus on support for net zero carbon initiatives (Net Zero Accelerator); financial advice and support (Financial Accelerator); development of digital solutions/efficiencies (Made Smarter Accelerator); a business growth scheme via grant funding.   |
| Small Business Support Scheme            | Led by Clowne Enterprise. This is needed as a result of the pandemic to support diversification; improved business survival; 1-2-1 support; peer mentoring. Including a Digital High street Accelerator and Start-up to Scale Accelerator.   |
| Business Growth grants                   | As per previous grants schemes, funding to support expansion, job creation, business improvements.   |
| Oxcroft House                            | Capital costs of refurbishments  |

If these are all chosen, £1.2m of the £1.96m will be directed at growth and there is clear agreement to focus on a smaller number of bigger impact schemes. Lots of information

## LOCAL GROWTH SCRUTINY COMMITTEE

has been gathered from businesses via the grant distribution process during the pandemic which is helping to shape this future delivery.

### Levelling Up Fund

Officers were currently working on proposals with a submission deadline of 6<sup>th</sup> July. The focus of the submission will be Bolsover Town with specific emphasis on the purchase, demolition and redevelopment of the Coop site. Ideas in the proposal focus on:

- Diversification of the high street
- Development of an art/exhibition space, to include pop-up exhibits
- A theatre/performance space including cinema screen
- Indoor Market area
- A soft play area
- A café/food vendor's area – this could be similar to venues in Sheffield City Centre such as Cutlery Works where multiple vendors are present, boosting the night-time economy
- Public realm works in keeping with heritage/conservation of town centre
- Shop front improvement scheme
- 5G network coverage – potential providers have been identified and the Council is looking at the work by Notts County Council in relation to their 5G Sherwood Forest project.

Councillor Kirkham queried if there would be additional EV charging provision. It was confirmed this is taking place separately through works with Environmental Health on air quality. Some provision was already in place within the town centre.

*Councillor Derek Adams left the meeting during Minute No LOC08-22/23.*

Members thanked the officer for the detailed briefing and it was agreed that the current development plans be circulated to Members for further comment prior to the completion deadline in July.

Moved by Councillor Jen Wilson and seconded by Councillor Tom Kirkham.

### **RESOLVED** that

- (1) the funding update be noted.
- (2) the Business Growth Manager circulate the current development/action plans for further comment prior to submission.

(Business Growth Manager)

The main public meeting concluded at 11.31 and Members then moved in to private session.

### **LOC09-22/23**

### **REVIEW WORK**

Members discussed their possible recommendations for their current Review of Integration of Social Value and agreed additional actions required.

The meeting ended at 11:43.



**List of Key Decisions and items to be considered in private**

The latest version of the Forward Plan can be found here:

<https://committees.bolsover.gov.uk/mgListPlans.aspx?RPId=1147&RD=0&bcr=1>

Members should contact the officer whose name appears on the List of Key Decisions for any further information.

**NB:** If Members wish to discuss an exempt report under this item, the meeting will need to move into exempt business and exclude the public in accordance with the Local Government (Access to Information) Act 1985 and Local Government Act 1972, Part 1, Schedule 12a for that part of the meeting only.

## **Meeting of Local Growth Scrutiny Committee on 1 August 2022**

### **Update on Town Centre Regeneration Frameworks (Verbal Report)**

#### **Report of Assistant Director Development & Planning**

The four Regeneration Frameworks attached are background reading for Members in advance of the meeting and will be discussed in detail within Committee. These documents were produced during 2017/18. They cover the four town areas of:

- Bolsover
- Clowne
- Shirebrook
- South Normanton

# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES



## BOLSOVER

and surrounding villages and hamlets including  
Bramley Vale, Doe Lea, Scarcliffe, Shuttlewood,  
Stanfree, Palterton and Glapwell







# Sharing Bolsover!

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BaumanLyons  
**ARCHITECTS** CAMLIN LONSDALE



**Accend**









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# INTRODUCTION

Top: Clowne Members' Workshop, Jan 2016

Middle (L-R): Bolsover, South Normanton and Shirebrook  
Members' Workshops, Jan 2016

Bottom: Bolsover District Stakeholders Workshop, Feb 2016



# PREFACE



Councillor Ann Syrett

I am delighted to present to you the Regeneration Framework for Bolsover District. This work is the result of many months of consultation with community groups and organisations who share the Council's commitment to improve our town centres and key settlements.

The Framework is a building block to secure regeneration which requires public and private funding, it provides an evidence base to add weight to the Local Plan, it has raised awareness of active placemaking proposals and facilitated discussion around perception of place. Lastly, it will be used to encourage inward investment by demonstrating the Council's commitment to the District's regeneration through co-ordinated and targeted interventions.

We live in a District which has much to offer; with a rich heritage and history and a proud industrial base which has been the backbone of our economy. We also recognise that our District is changing and in order to build sustainable communities we need to work together with partners locally, regionally and nationally to achieve our collective ambitions.

I would like to thank everyone who has been involved in development of the Framework and look forward to working in partnership with you to achieve our aspirations.

**Councillor Ann Syrett**

Leader of the Council



# POLICY CONTEXT

## LOCAL PLAN & REGENERATION FRAMEWORK

As Planning Authority, Bolsover District Council (BDC) is preparing a new Local Plan for Bolsover District to replace the Local Plan adopted in February 2000. This new Local Plan will set out the Council's vision and objectives for development in Bolsover District, outlining the planned levels of growth over the next 15 years. It draws on the national and the Council's own ambitions for growth and change in the district. It translates these ambitions into a Plan to help deliver the growth the District needs whilst preserving the characteristics people value and the features they cherish. To support the preparation of the new Local Plan, the Council has also developed this Regeneration Framework for the District, focusing on its four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton.

This Regeneration Framework has sought to bring together the District's local communities and the Council and its partner organisations in order to understand the making of place in a strategic and holistic manner, identifying priorities and potential projects to help foster a greater sense of place. As such, the Regeneration Framework through its development has formed an important part of the evidence base for the emerging Local Plan, informing its place specific policies and proposals in a co-ordinated manner.

## NATIONAL

### The Plan for Growth (2011)

The Plan for Growth sets out the Government's approach to growing the UK economy. Aspects relevant to Regeneration Frameworks are the ambition for investment and exports as a route to a more balanced economy through an increase in private sector employment, especially in regions outside London and the South East, and increased investment in low carbon technologies.

### The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise". By supporting the Council's Local Plan, this Regeneration Framework will help connect local communities' aspirations into the preparation of the Local Plan.

## REGIONAL

### Local Economic Partnerships

At the time of writing this Regeneration Framework, BDC was within two Local Economic Partnership (LEP) areas: Sheffield City Region and D2N2 (the LEP for the Derbyshire, Derby, Nottinghamshire and Nottingham areas). The LEP's 2014 Strategic Economic Plans (SEP) were the basis for their Growth Deals with central government.

### Combined Authorities

In March 2016 Bolsover District Council determined a 'preferred membership status' option in favour of becoming a constituent member of the proposed North Midlands Combined Authority and a non-constituent member of the Sheffield City Region (SCR) Combined Authority. These Combined Authorities are yet to define how to support the implementation of Regeneration Frameworks.

### Derbyshire Economic Partnership (DEP)

The DEP is a public/private sector partnership which through working together seeks to facilitate an effective and co-ordinated approach to economic development across Derbyshire. DEP's Vision, themes and objectives are set out in Derbyshire Economic Strategy Statement. Particularly relevant to Regeneration Frameworks are strategic themes of Boosting Investment and Place Making through investment in infrastructure, unlocking potential of land and property assets, attracting new businesses and increasing the vitality and viability of towns, and Fostering Enterprise and Business Growth through maximising the potential of the visitor economy and strengthening the rural economy.

## LOCAL

Bolsover District Council has developed a number of plans and strategies that provide an important context:

### Bolsover and North East Derbyshire Growth Strategy, 2014

Guiding principles of the Growth Strategy are to play to the strengths and opportunities of both districts, focus on key assets, and to involve all stakeholders and partners in developing and implementing the Growth Strategy.

## Bolsover District Council Corporate Plan, 2015-19

The plan sets out the key priorities for the Council and a vision to enhance and improve the wealth profile, well-being and quality of life for the communities of Bolsover District. The key aim most relevant for this framework is Unlocking our Growth Potential through supporting enterprise, unlocking development potential of major employment sites, and enabling housing growth by increasing the supply, quality and range of housing.

## Bolsover Green Space Strategy, 2012

The Green Space Strategy seeks to achieve, through partnership working with local communities, the provision of a well maintained, attractive, safe, healthy, accessible and valued network of green spaces across the District. It also identifies priorities for how green space should be planned and managed and those settlements where new green space is needed.

## Successful Places Supplementary Planning Document, 2013

Successful Places promotes the Council's high quality design agenda and sets out a series of Place Making Principles based upon established best practice that will be applied to both new developments and proposals to improve existing places. This guide provides the building blocks to creating better designed places to live, which are also relevant to where they are built, so that what we build today not only delivers character and distinctiveness, but the foundations for a better quality of life and well-being in the longer term.

## Sustainable Community Strategy 2013 – 2020

The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous district.

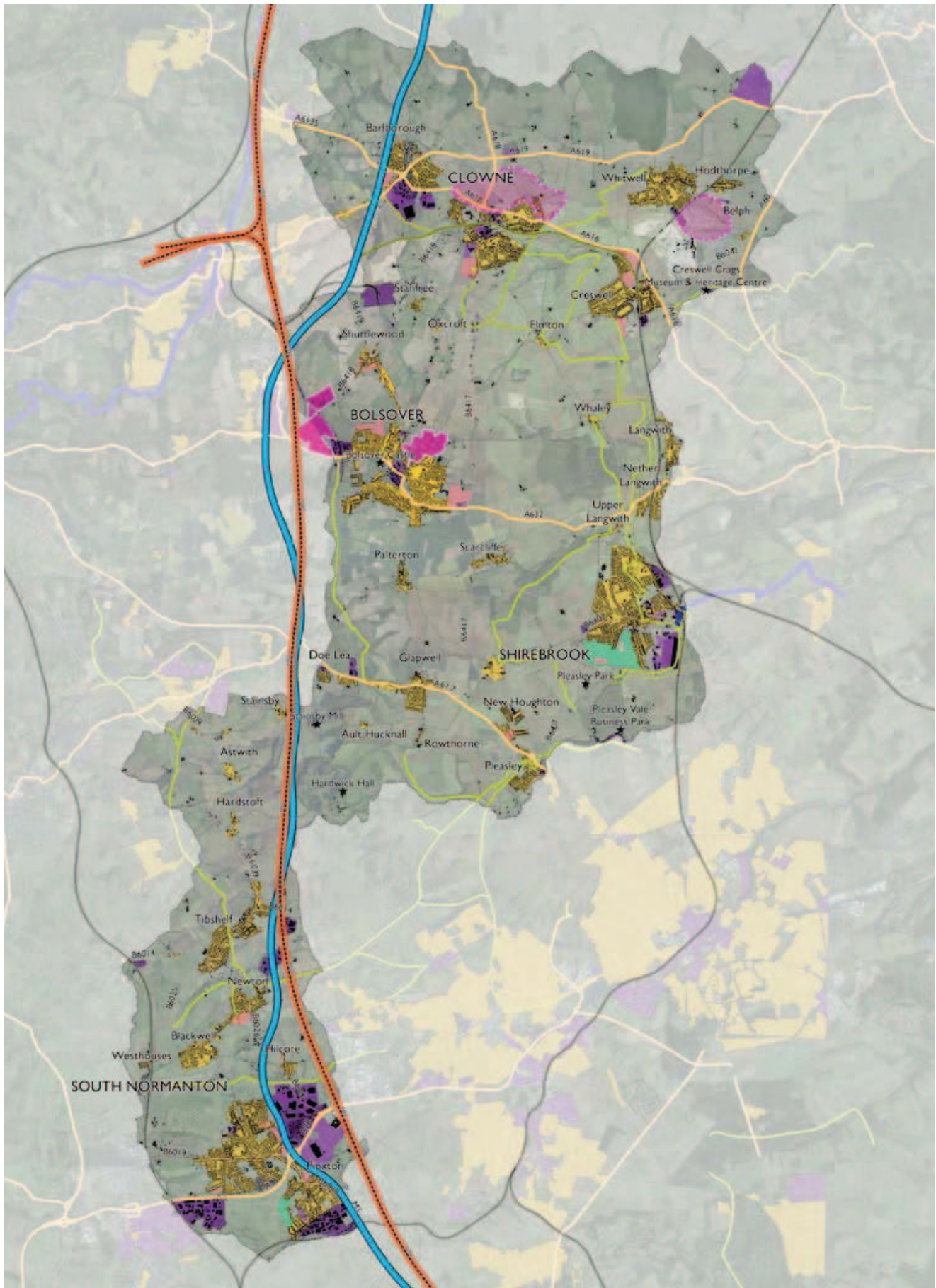
The Regeneration Framework links to all six priority strands within the strategy - Community Safety, Housing and the Environment, Culture and Tourism, Health and Wellbeing, Business and Employment, Accessibility and Raising Aspirations, in terms of recommending actions to benefit all the six strands.



## Bolsover District Economic Development and Housing Strategy 2015 – 2020

The strategy offers a focus to deliver both economic and housing growth together, ensuring that the limited resources of the council and its partners are targeted effectively and in a coordinated way to face local challenges and deliver against targeted priorities, one of which is realising the vitality and viability of town centres; the Regeneration Framework addresses this priority by providing a basis for town centre regeneration, facilitated by co-ordinated and targeted interventions and guided by the principles of “placemaking”, the receptiveness of citizens and physical characteristics of each discrete part of the District.





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## BOLSOVER DISTRICT IN 2033

### Key

Potential Strategic Sites	Subregional Greenways	District boundary	Motorway
Sites with history of residential planning application(s)	Archaeological way	Buildings	A Road
Residential	National Strategic Routes	Railway Track	B Road
Employment	H52	Railway Tunnel	Local Street
	HCA Land Assets		

# VISION

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grained projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride. There are three principles that underpin the Regeneration Framework:

## BUILDING ON WHAT WE HAVE

Bolsover District is undergoing dynamic change. The proximity to the M1 corridor has been a focus of major investment that has secured economic growth. However the collapse of traditional industries such as coalmining and textiles and their attendant scars have governed the rate and distribution of economic benefits, resulting in marked contrasts between some parts of the District and others. The town and village centres seem to display these contrasts most clearly, particularly the four service centres: Bolsover, Clowne, Shirebrook and South Normanton. However the District nestles between the natural assets of Sherwood Forest and the Peak District and offers a blend of spectacular scenery and historic attractions such as Bolsover Castle, Creswell Crags and Hardwick Hall and the towns and villages have distinctive qualities, individual identities and strong communities.

Further growth is predicted. Population projections up to 2030 suggest that the populations of Bolsover will increase by 8,000 to 84,000 and the number of jobs will increase by 4,100. Building on these attributes, the strategy addresses the current weaknesses and barriers to community prosperity by recommending a range of sustainable enhancements to existing initiatives, organisations, projects and of physical and human assets.

## EMBRACING THE FUTURE

Significant global drivers of change are shaping our future: climate change, resources depletion, flattening of the global economy and the decrease in mid-level jobs are impacting on us already and will continue to do so. Local changes such as HS2, town extensions and immigration will significantly alter the geography and social profile of existing settlements. By 2033 it is likely that the culture of enterprise and start ups, often working from home but accessing global markets, will dominate the job market, whilst the decline of large supermarkets and increase in online shopping will continue to create a shift towards independent, local, distinctive retail and food economy on the high street.

Furthermore new technologies, coupled with the requirement to reduce carbon omissions, will have a fundamental impact on the way we live. By 2033 most of our energy demand will be met through renewable energy; electrically powered, silent autonomous cars will reduce the need for individual car ownership, will enable better connectivity, and will release capacity on existing networks; cycling and walking will be popular alternative modes of transport improving health and wellbeing; a host of new assistive technologies will help people to stay in their communities as they grow old. These new trends are likely to enhance the desirability of living in market towns; 'Sharing Bolsover' assumes that the projected economic growth will improve the viability and desirability of its towns and villages and it therefore suggests a dual approach of building on what we have combined with bold innovations.

## TWO HANDS CLAPPING: CO-PRODUCING REGENERATION

It is increasingly recognised that many of the 'top down' strategies have not delivered sustainable regeneration, whilst many bottom up initiatives have been short lived. Neither approach is suitable on its own to deliver regeneration in Bolsover; but as the public sector resources dwindle and communities increasingly deliver ground breaking projects and services, they should be invited as partners to deliver place based regeneration: two hands clapping to support long term transformation.

A key principle of the vision is to share the task of delivering the regeneration. This would be achieved through embracing collaborative practices between the Council and local communities to develop physical assets through new community based organisations such as the Cooperative Land Trust, Community Development Trusts and community asset transfers. These organisations utilise the existing civic networks and skills to build on a host of existing community based initiatives.



## CONNECT



Urban personal transportation



Carport solar structure



Cargo bikes: a light and healthy alternative

## DIVERSIFY



Modular Home Factory



New types of workspace



Affordable ecological co-housing

## ENHANCE



Cumberland Market allotments



Crowle Market Place - Bauman Lyons Architects



Crowle Market Place - Bauman Lyons Architects

# CROSS CUTTING THEMES

'Sharing Bolsover' is underpinned by three district wide strategic themes: Connect, Diversify and Enhance. These are supported with a proposed framework of short, medium and long term place specific projects. The Regeneration Framework for each service centre consists of an 'ecology' of capital and revenue projects of various levels of complexity ranging from the fine grain, small and easy to deliver, to large scale flagship projects with longer delivery periods. A variety of delivery mechanisms and funding sources is envisaged.

## CONNECT

Sustainable connectivity across the District, especially between the villages and the towns is poor. A major theme of this Regeneration Framework is to support the existing and ongoing plans for a District wide network of greenways that improves the quality of key environmental assets and the image of the District, whilst improving connectivity. There are a number of former mineral railway corridors across the District that have potential to be re-used for green transport. This could reactivate old transport routes to provide an attractive tourist offer that links the District's key visitor attractions and encourages visitors to stay longer and spend more in the District. This green movement network could also provide a recreation opportunity for local people and very importantly, it should be considered as a healthier and more sustainable day-to-day alternative to on-road connections between and within the main towns and villages. This approach builds on existing projects including Derbyshire County Council's work bringing forward the Archaeological Way through Pleasley and other planned and ongoing upgrades to the existing network.

## DIVERSIFY

The District is projected to grow and strategic development site allocation identifies potential within the District for large town extensions on greenfield land. 'Sharing Bolsover' proposes to supplement these large developments with a fine grain of smaller development sites on infill and brownfield land, reusing empty properties and upper floors, diversifying types of housing ownership, and diversifying procurement methods and methods of construction.

Likewise new employment in the District has been secured over the last decade through large scale

business parks such as Markham Vale whereas the estimated 400 small businesses, and the reputedly fast growing start-ups, would also benefit from increased local authority support.

'Sharing Bolsover' proposes a new infrastructure to support these small businesses and encourage further growth of commercial and social enterprise. This requires provision of incubation spaces, move-on accommodation, co-sharing spaces, peer to peer support as well as training and business support.

## ENHANCE

Over the last two decades BDC has achieved a great rate of economic growth and this growth is projected to continue. Currently the lack of quality retail offer and choice in the town centres, the poor housing offer and the physical environment of the towns (and some of the villages) continue to negatively impact on land values and fail to attract higher value jobs and workforce.

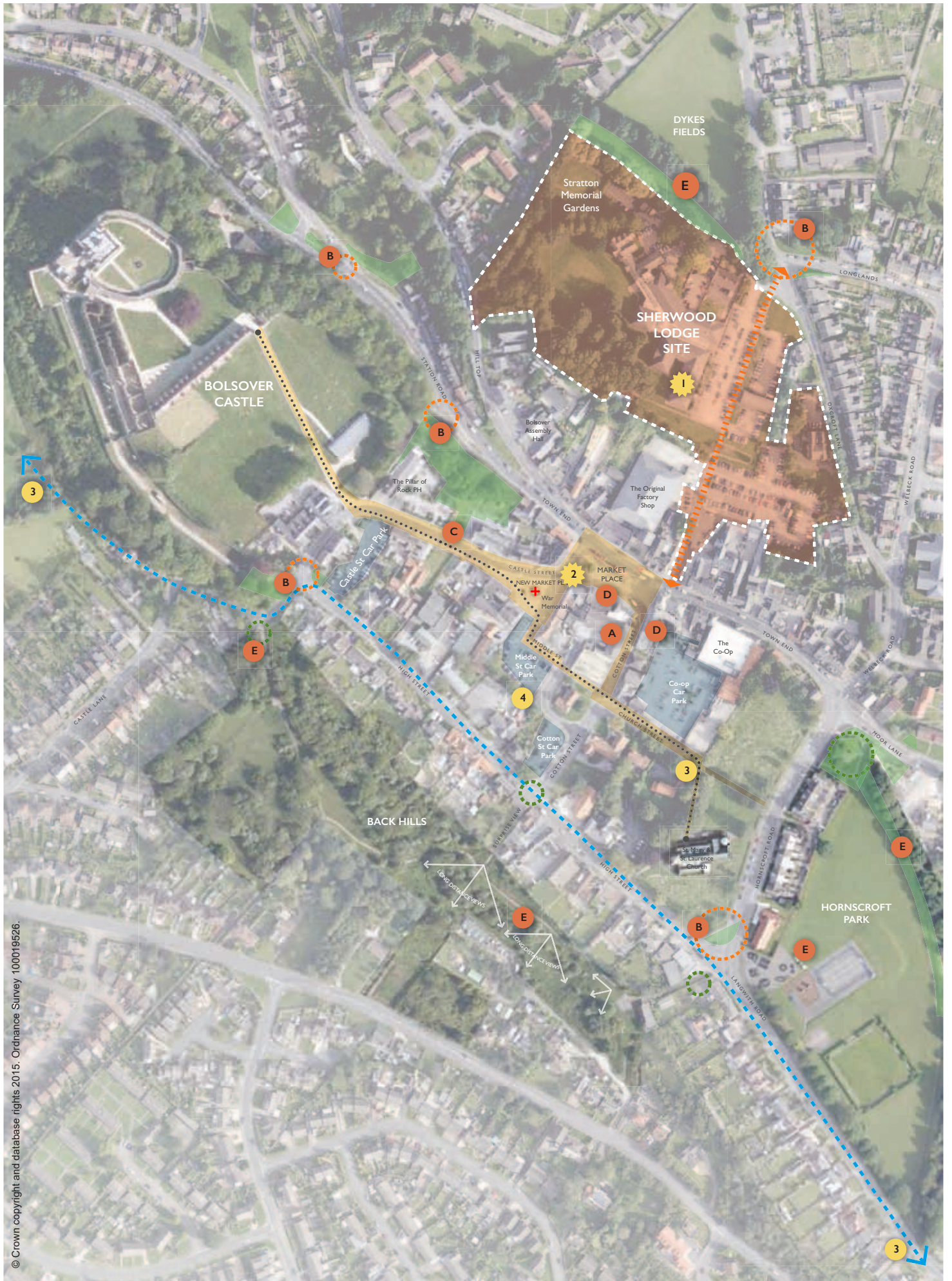
Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting and signage to create inviting civic spaces.

'Sharing Bolsover' proposes high quality civic spaces in the heart of each of the market towns to support and grow an independent retail offer. It also identifies potential for town centre housing and spaces for social and commercial enterprise that will help to animate the centre, support strong community networks and local economies, and create a civic hub that local communities and visitors want to use.



# REGENERATION PROJECTS





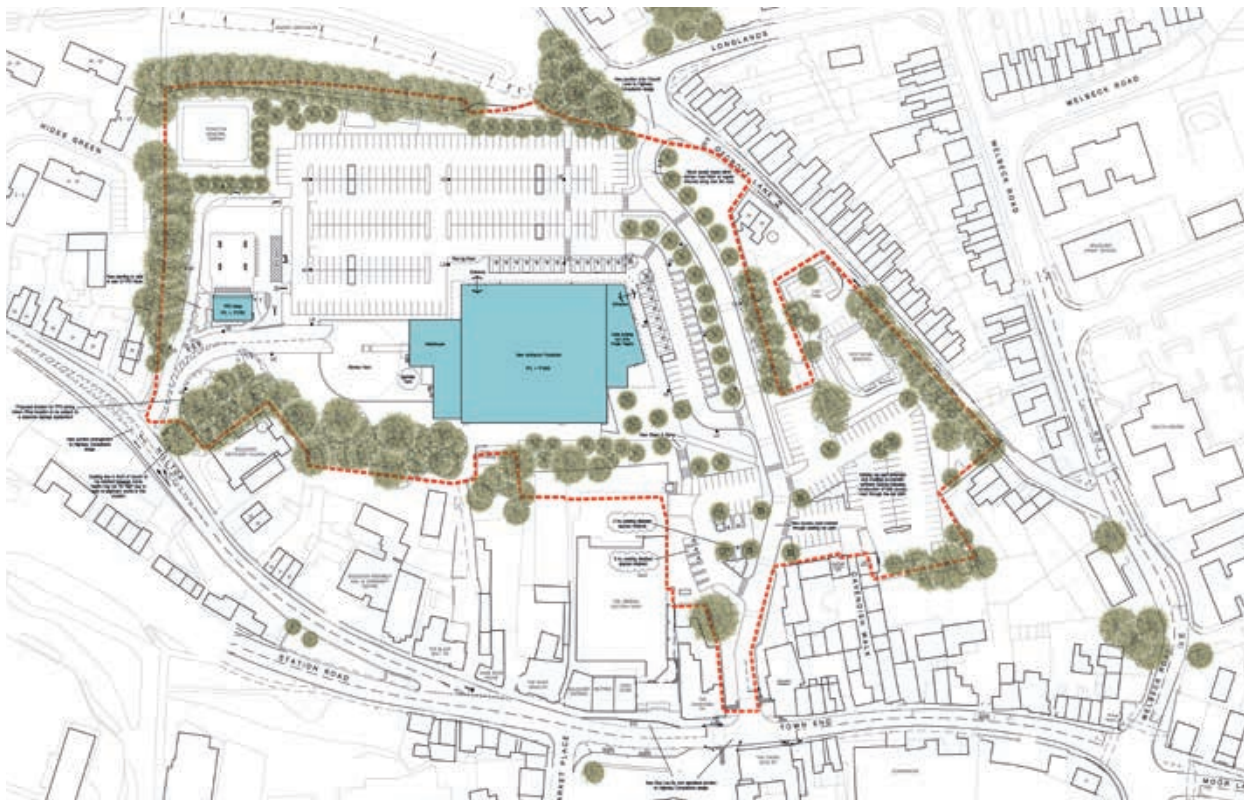
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# BOLSOVER PROJECTS SUMMARY

PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
BOLSOVER TOWN CENTRE PROJECTS				
 Development of Sherwood Lodge site	Potential options for mixed use development including retail led or housing led.	✓	✓	✓
 Reinvigorate Market Place and 'New Market Place' (Cenotaph area)	Building on existing improvements to Cenotaph area, the project aims to create better civic spaces that prioritise pedestrians and cyclists and establish distinctive characters for each of the two spaces.	✓		✓
 New connections	Enhancement of routes to create Town Links connecting to greenways & enhance route between Castle and St. Mary & St. Laurence Church.	✓		✓
 Bring forward development of infill sites	Bring forward BDC owned sites for alternative development.		✓	
STEPPING STONE PROJECTS				
 Provide public WCs	Trial public WC provision at new BDC Contact Centre on Cotton Street, and potential to pilot Community Toilet Scheme with local businesses.	✓		✓
 Gateway improvements	Five sites identified at key entrances into the Town Centre, including the illumination of Bolsover Castle mount cliff face and productive greening/artwork/attractive signage on other small sites.	✓		✓
 Temporary interventions and more events on Castle Street	Experimental projects to reclaim public space back for pedestrians from vehicular use e.g. painting road surface on Castle Street, hold specialist markets/fairs on road etc.	✓	✓	✓
 Shopfront refurbishments	Implementation of existing strategy and suggest that funding is set aside for independent shopkeepers and addressing existing priority shopfronts.	✓	✓	✓
 Enhancement of existing parks facilities	Improved youth provision at Hornscroft Park & Dykes Fields. Back Hills gateway improvements and greening projects to better utilise clearings and enhance viewing points.	✓		✓

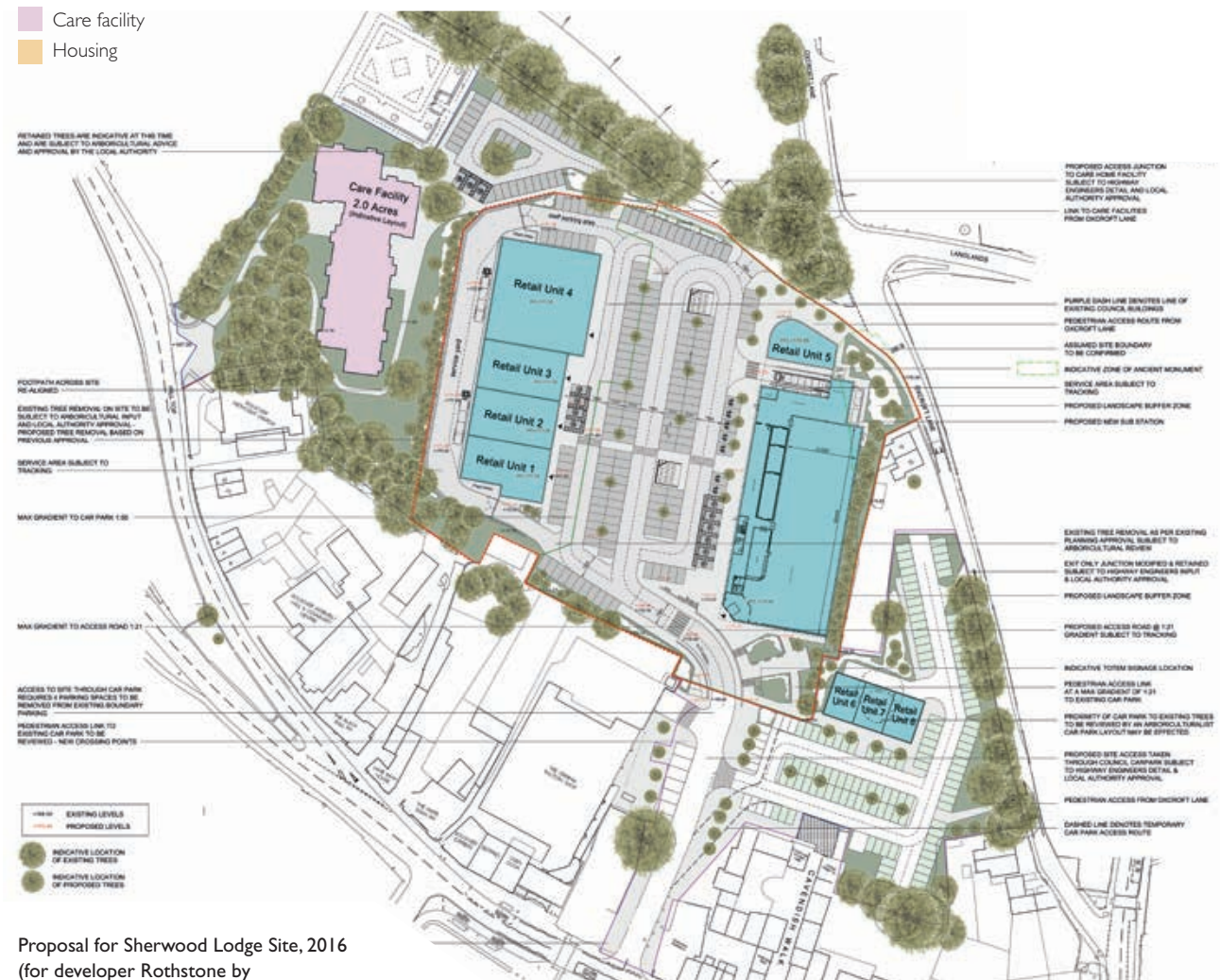




Proposal for Sherwood Lodge Site, 2012 (for Wm Morrisons Supermarkets Plc by Race Cottam Associates)

#### Key

- Retail
- Care facility
- Housing



Proposal for Sherwood Lodge Site, 2016  
(for developer Rothstone by  
SMR Architects)





## I DEVELOPMENT OF SHERWOOD LODGE SITE

The historic grounds and the remaining building of Sherwood Lodge has a high amenity value and its central location offers an opportunity for a high quality mixed use development to enhance integration of the residential neighbourhoods with the Town Centre and enhancement of Bolsover's character as a historic market town.

There is a demand for additional convenience stores in Bolsover yet a shortage of sites with sufficient footprint to accommodate modern retail. There is also a shortage of high quality housing that would stimulate demand for a higher retail offer and attract higher spend on the high street. Sherwood Lodge offers an opportunity to address both issues by accommodating a mix of uses, utilising significant changes of level across the site to separate the two typologies.

Some 180 - 210 new apartments and town houses with associated landscape and car parking could be accommodated in a medium density development on the upper part of the site utilising the foundations of existing council offices to secure sustainable development. Enhancement of Stratton Memorial

Gardens and outdoor communal spaces would increase the amenity value of such a development. A 1700m<sup>2</sup> convenience store with associated car park could be accommodated on the lower site, to reduce its visual impact, adjacent to the retail core.

Alternative layouts should be explored but all should provide a new route between Oxcroft Lane and Town End and an extension of Cavendish Walk into the new development to secure good connectivity with existing residential areas and potential strategic site to the north, and the Town Centre. A traffic movement study (as part of Bolsover Project 2) should include an assessment of Town End crossroads in relation to future development scenarios where increased traffic and pedestrian movement is anticipated.



'Sharing Bolsover' proposal, looking south (for BDC by BLA, CLLA & JMP, 2016)



Clacton-on-Sea, Essex A pavement fountain can be highly effective in animating public spaces throughout the day. When not in use, the space remains flexible for events and gatherings.



Mytholmroyd Market Place and Shared Space is used for short stay car parking but can be cleared for events, such as a Farmers' Market, or the local Beer & Hymns Festival. Even when cars are parked, the high quality improvements to the public realm, including planting, benches and a new 21st Century market cross means that people still use the space to meet.



## NEW MARKET PLACE Animated and lively character



## OLD MARKET PLACE Green, sheltered and enclosed character



**Bespoke bus shelter:** If the bus stops remain in Old Market Place then a high quality bespoke design should be commissioned. The design should be contemporary yet complement the historic surroundings and should be designed in conjunction with the public realm re-design of the Old Market Place.



**Bench planters:** Integrated high quality public realm furniture



**Emsworth Village Centre:** Clustering of trees create a focal point, help structure and soften public spaces and provide a naturally inviting and semi-sheltered place to sit and watch the world go by.





## 2 REINVIGORATE MARKET PLACE & NEW MARKET PLACE

Bolsover Town Centre is currently dominated by cars and buses which disadvantage pedestrian and cycling experiences. Furthermore there is no clear hierarchy of civic spaces. To enhance the retail offer both issues need to be addressed.

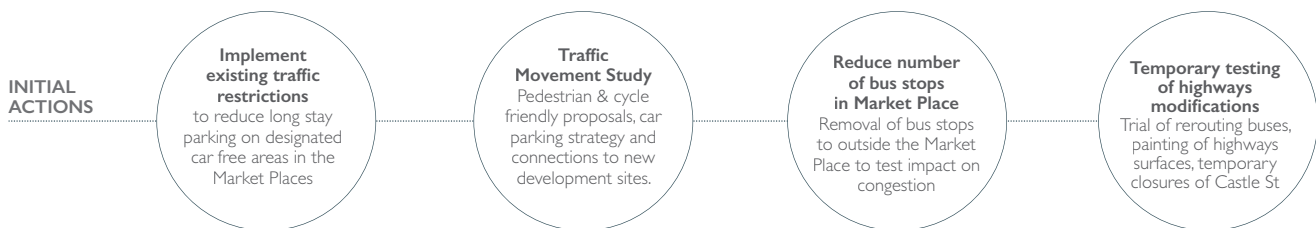
Bolsover Town Centre has two linked spaces that are vying to be the civic hub: the New Market Place and the Old Market Place - the remaking of these two spaces to create a clear hierarchy of use and a high quality public realm for pedestrians is a flagship project in the Regeneration Framework.

The Old Market Place currently has two bus shelters which form a barrier between the square and the shops and detract from the appearance of the area. Analysis of the bus timetables indicates that the frequency of bus services does not necessitate two shelters. It is therefore proposed to replace these with a bespoke single shelter to fit more sympathetically into Market Place / Town End. Alongside this, timetabling could be reviewed to ensure that waiting times at this location are minimised and the roll-out of smart ticketing can reduce boarding times as people move away from cash fares.

These improvements would allow the space to be enhanced for trading by reduction of trafficked areas in favour of wider footpaths. This will also allow inclusion of trees and shading, for extended street trading and cafes, and create space for public sitting areas. Market use would be retained but improved stall design is recommended.

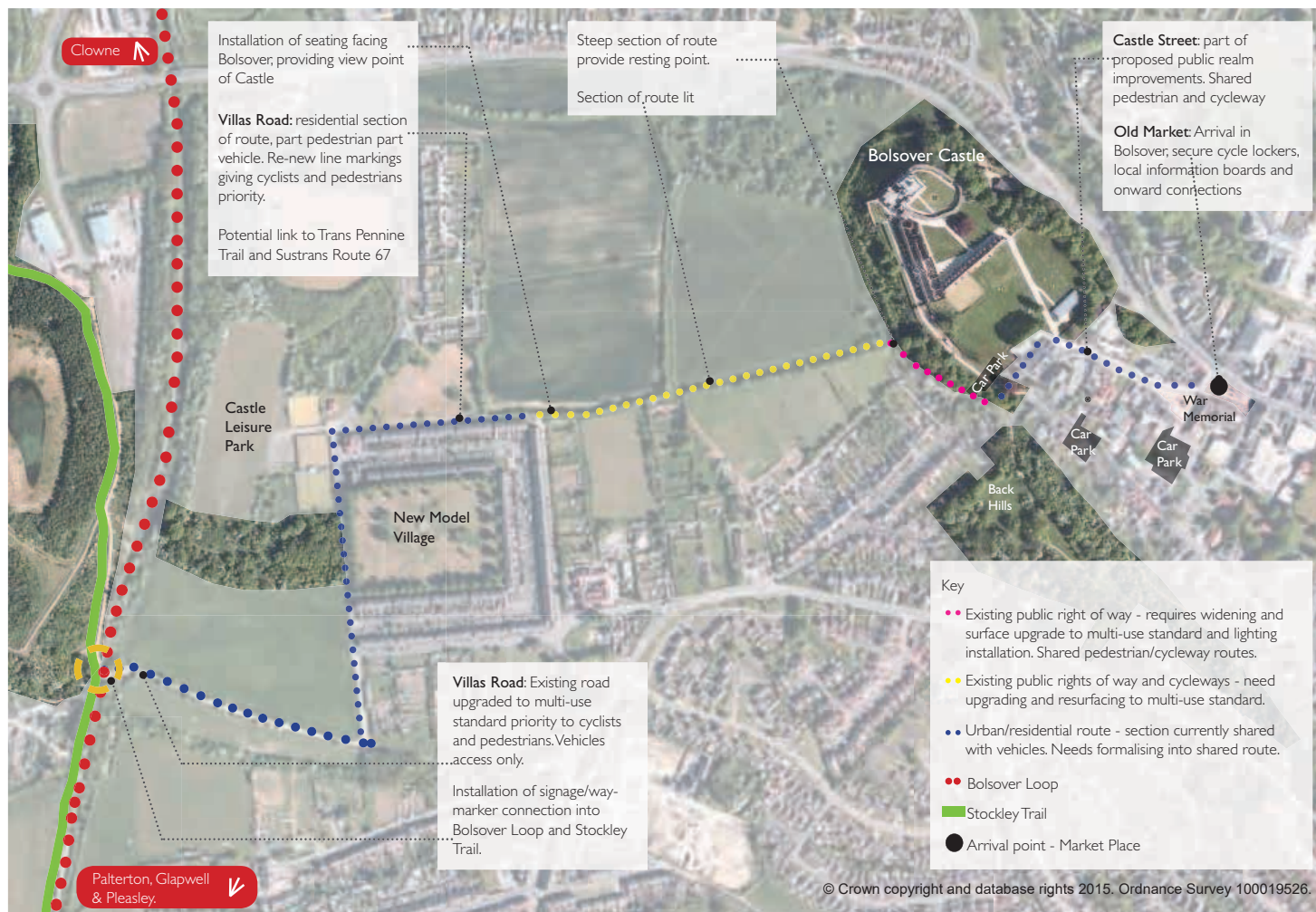
An attractive feature such as a pavement fountain on New Market Place would establish a different leisure destination focus to the second civic space for local residents. Such a feature would also help to attract visitors from Bolsover Castle to visit the Town Centre.

Shop front improvements would enhance the presentation of the retail offer: Combined with higher quality public realm to attract people to stay longer and with the planned growth of the residential population this will, in time, create demand for a diversified retail offer, extended trading hours and an enhanced evening economy.



Poynton Town Centre (left) and New Road, Brighton(right): Both schemes feature pedestrian focused urban design improvements encouraging desire lines with high quality road surface treatments, raised level crossings, wider pavements enabling shop spill out, more public realm planting and opportunities for street events.





New Town Centre to Stockley Trail (Bolover Loop) Greenway Connection



Enhanced Castle to Church Connection





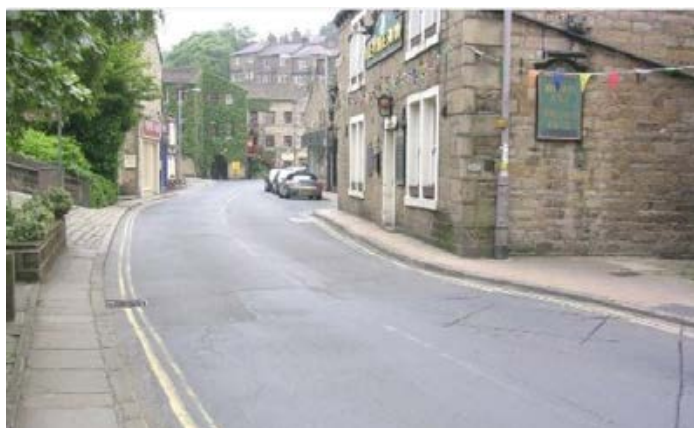
### 3 NEW CONNECTIONS

A key route has been identified which links Bolsover Town Centre with the Bolsover Loop. This route aims to support local connections from the Model Village as well as promote use of the wider Greenways network (via the Stockley Trail) and also encourage tourists visiting the Castle and trail users to visit Bolsover Town Centre.

A well-defined east-west shared cycle way and pedestrian route would have a clear start/arrival point in the Market Place, in the heart of Bolsover. At this point, secure bike parking can be provided, allowing users to explore the town, shops and Castle. Information signage and maps about Bolsover (including key parks/open spaces, picnic spots and resting points) and onward journey options could also be provided here. From the Market Place, the route could be a combined pedestrian and cycle way moving along one side of Castle Street. After the route rounds the corner and descends a short section of Castle Lane, it moves off-road, using existing public rights of way through woodland and then over farmland, down to the New Model Village. Street lighting and additional low-level lighting on the Castle Fields section of the route would allow use after dark.

Along the route, resting points should be provided where the incline becomes steeper and to highlight special viewpoints. The route continues past the New Model Village on to Villas Road where subtle traffic calming interventions could be made to signal pedestrians and cyclists. Following Villas Road westwards brings users to a signed gateway to the Stockley Trail, which could identify the Bolsover Loop and the choice of onward routes available.

Environmental improvements such as high quality paving, enhancement to boundary walls, screening and art work have also been identified to the route between Bolsover Castle with St Mary and St Laurence Church along Castle Street, Middle Street and Church Yard to enhance the historic offer and encourage visitors to Bolsover Castle to also visit the Church and the Town Centre.



Hebden Bridge Town Centre, Bridgegate before and after: Eliminating traffic from the centre of the town (except for deliveries to local businesses) and creating high quality public realm led to greater accessibility to the Town Centre, increased footfall and a more vibrant atmosphere.





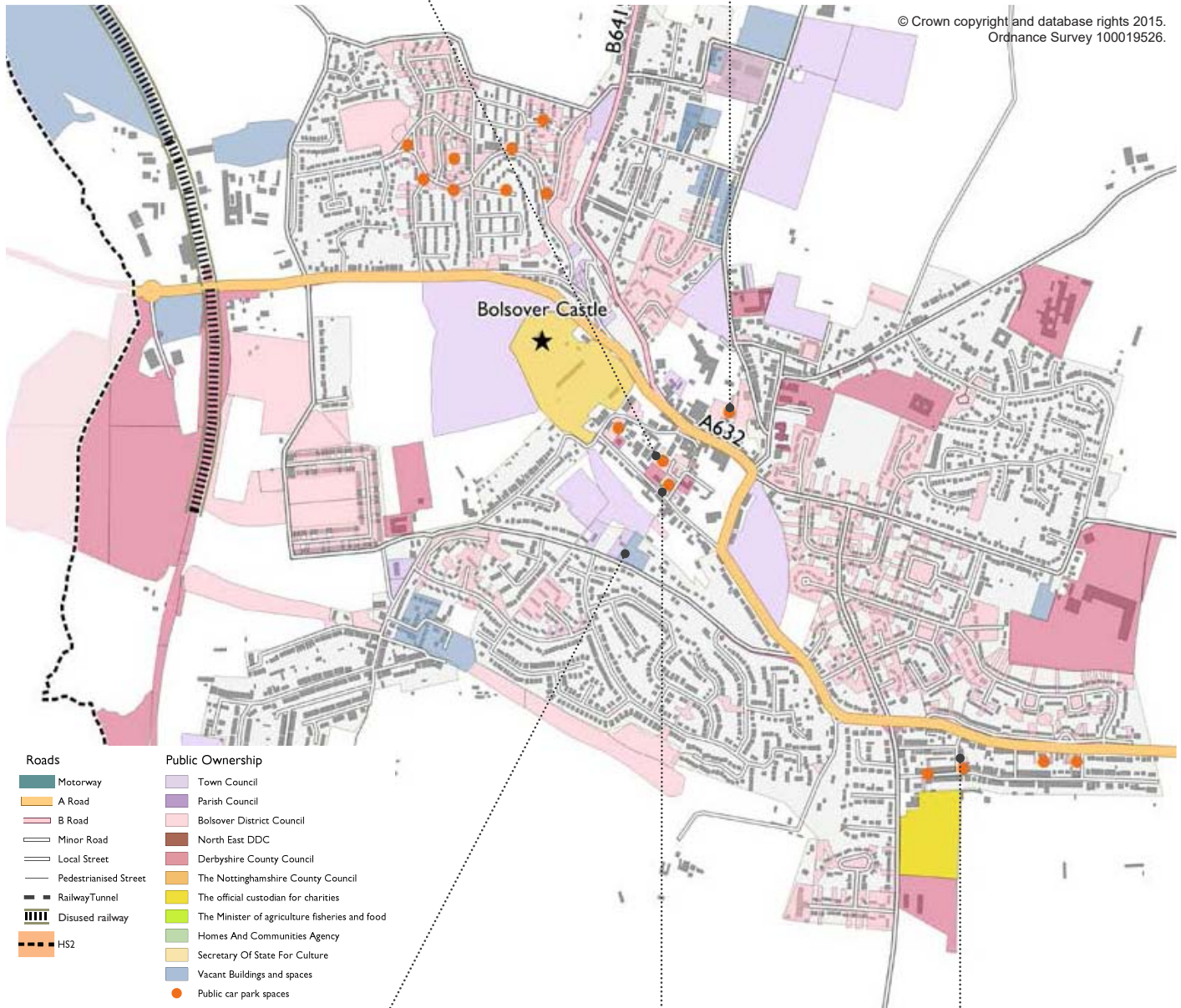
Middle Street Car Park



Town End car park



Sherwood Lodge Site



Long term vacant land on New Station Road



Cotton Street Car Park



Nesbit Street and Cross Street





The Avenue 2009-2014 by Pollard Thomas Edwards

## 4 BRING FORWARD DEVELOPMENT OF INFILL SITES

There are a number of vacant infill sites and buildings that could be brought forward for the development of housing schemes that would stimulate the regeneration process.

The attraction and vitality of market towns and their enduring appeal can be largely attributed to the sense of community and proximity to the countryside both of which elude city dwellers. Market town centres were traditionally mixed use with large numbers of residents living in the heart of the town.

Current housing policy is pushing new housing developments to the edges of the town where large greenfield sites including potential strategic sites to the north of Bolsover and to the north west (in conjunction with NEDDC) are being allocated for housing and employment provision. There is a concern that these new large communities will become commuter neighbourhoods and will not use the facilities of the Town Centre.

Furthermore the large housing sites cater mostly for housing for sale for traditional family dwellings whereas the current housing shortage extends to smaller units

for social housing, affordable housing, first time buyers, move on from first time buying, downsizers, older persons' housing, one person householders and rental markets - all of these would benefit from town centre housing.

Town centre sites in public ownership should therefore be brought forward to supplement the supply offer. This would have the added benefits of regenerating underutilised assets, encouraging alternative modes of transport if an existing car park site is developed and creating additional footfall to enhance the viability of the retail and leisure sectors. Town centre housing would enhance the town offer to the residents, the villages and visitors alike.




There are a number of publicly owned sites and long term vacant sites in Bolsover which could lend themselves to housing developments that could be brought forward.



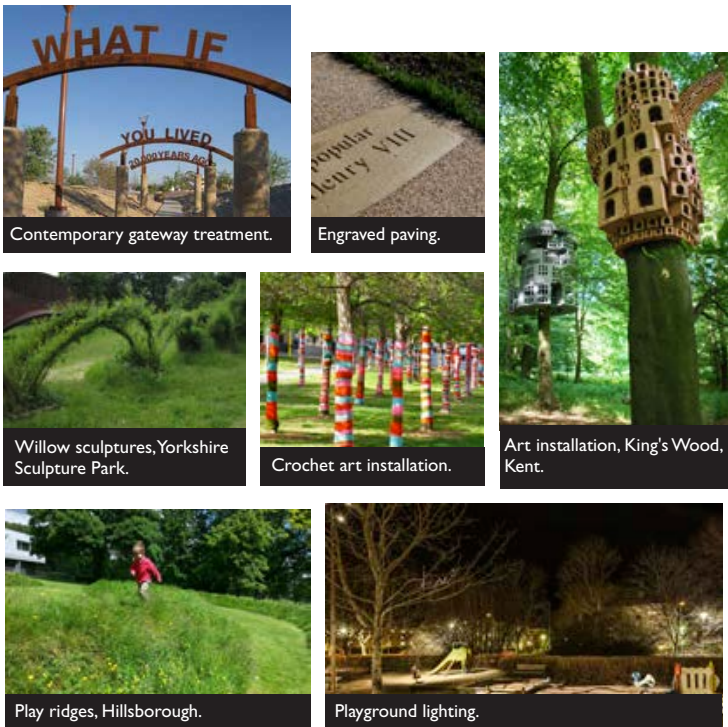


The Avenue 2009-2014 by Pollard Thomas Edwards: This development creates a series of character areas which reflect the pattern and character of the neighbouring townscape and also maintains and enhances the intrinsic qualities of the site.



# BOLSOVER STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. PROVIDE PUBLIC WCS</b> <p>Trial public WC provision at new BDC Contact Centre on Cotton Street. There is currently potential for piloting the Community Toilet Scheme in Bolsover where BDC and the Town Council work with local businesses to make their WCs available for free public use during opening hours. Provision of WC facilities is fundamental to enabling people to stay longer in town, encouraging visitors, promoting street food and enabling festivals.</p> <p>Key Partners: <i>Bolsover businesses and traders, Old Bolsover Town Council and BDC</i></p>			✓
<b>B. GATEWAY IMPROVEMENTS</b> <p><b>Town Centre Approach (from Station Road/Bolsover Hill Junction):</b> Being on a highly trafficked primary route from the M1, this space could be instrumental in strengthening and introducing the town's identity thus changing perceptions of it. Bold, formal planting of fruiting (productive) or ornamental trees (e.g. taking cue from the existing purple leaved Norway Maple further up road) could straddle the road here, marking a transition from suburban to civic character. Removal of the shrubby vegetation would open up the ground-cover vegetation and a wide selection of seasonal bulbs could be planted to the grass bank and road verges, giving year-round colour.</p> <p>Exposing the castle rock face would highlight this unique landscape and heritage feature; removal of vegetation from the rock in key locations and use of subtle lighting would transform this corridor space into a distinctive night-time approach to the Town Centre.</p> <p><b>North-west Gateway - land at Station Road/Town End leading uphill to Castle Street:</b> Fruiting and flowering trees could be continued up into this space. Removal of the shrubby vegetation beneath the trees would lighten the space. Unmown grass strips could reduce maintenance and increase wildlife habitat. The sunnier top level on Castle Lane could become a more productive landscape e.g. communal fruit, vegetable and flower growing. The steep path down from the Castle entrance could be lit and canopies managed to open up natural daylight, increasing safety and allowing the establishment of more diverse woodland ground flora.</p> <p><b>Verges at top of Castle Lane and corner of Hornscroft Road/High Street:</b> Removal or reduction of signage - integrate existing and any new signage with existing structures (e.g. walls) and use the verge space for small scale productive growing space, experimental annual meadow plots, seasonal bulbs and/or temporary 'planted' signage or community artwork e.g. well-dressing.</p> <p><b>Oxcroft Lane Gateway:</b> Existing copse of mature trees on the junction gives the site a strong sense of its rural, wooded context and forms a distinct gateway. Woodland bulbs could be underplanted here. Management of the shrubby vegetation would allow the intrenchment land form to become a more visible part of this gateway into town. Any new signage here should be sensitive to this context possibly simple carved timber signage set within the copses.</p> <p>Key Partners: <i>Old Bolsover Town Council, Bolsover Civic Society, CVP, Junction Arts, Bolsover Rotary Club, Bolsover WI, local gardening groups, BDC</i></p>	✓		✓
<div>  <p>Trial public WC provision at BDC Contact Centre.</p> </div> <div>  <p>Illumination of rockface.</p> </div> <div>  <p>Illumination of Tonbridge Castle Wall.</p> </div> <div>  <p>Annual meadow plot.</p> </div> <div>  <p>Unmown grass strips</p> </div> <div>  <p>Edible gardens in the public realm.</p> </div> <div>  <p>Darlington Eastern Transport Corridor verge greening project.</p> </div> <div>  <p>Derbyshire Well-dressing.</p> </div>			

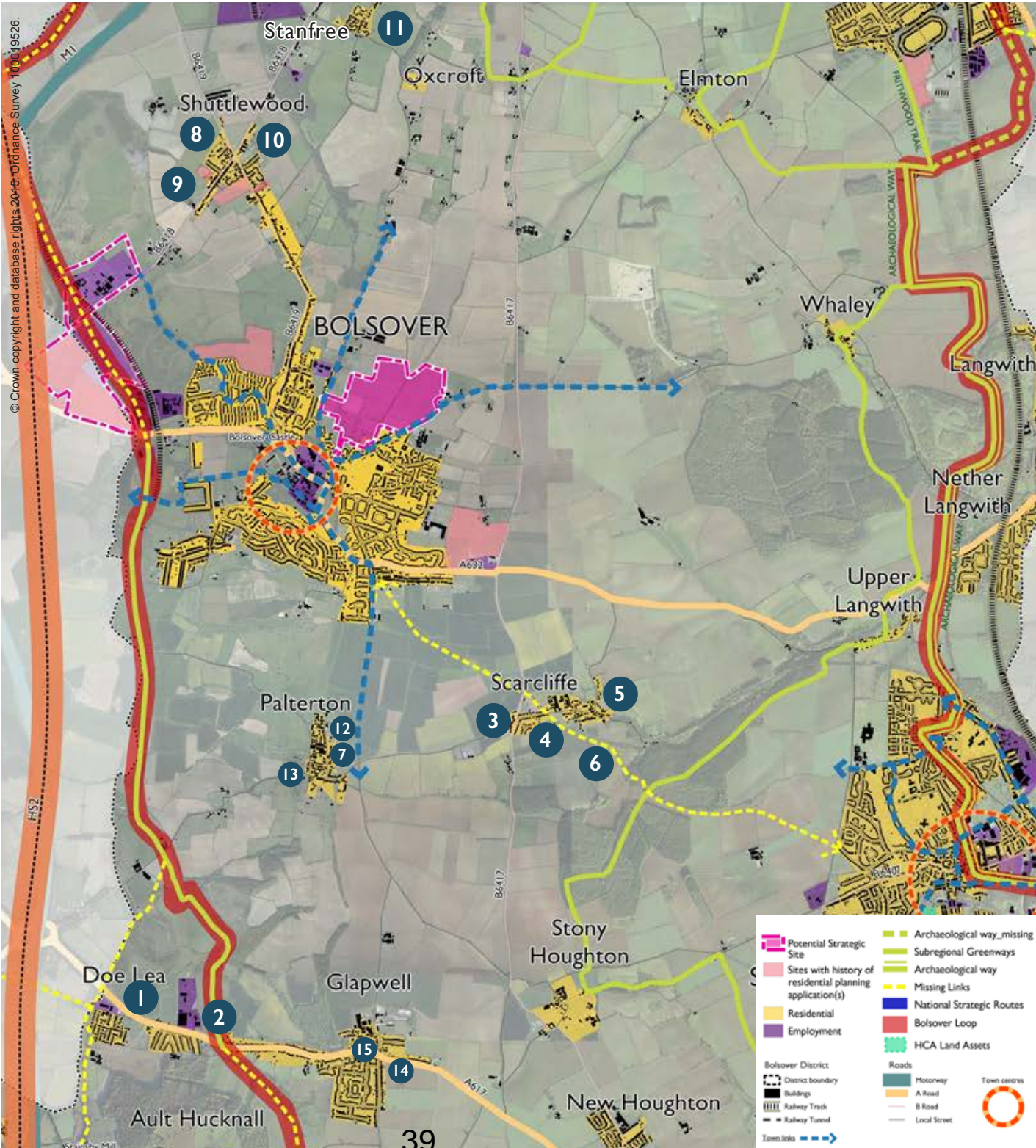
PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>C. TEMPORARY INTERVENTIONS &amp; EVENTS ON CASTLE STREET</b>	✓	✓	✓
<p>Experimental projects to reclaim public space back for pedestrians from vehicular use e.g. painting road surface on Castle Street, hold specialist markets/fairs on road etc. Temporary projects can be used to explore the potential of different spaces and to change collective imagination. Once roads are claimed back from the traffic to become streets, people are quick to inhabit them and learn to prefer such use. Footfall for traders tends to increase rather than decrease.</p> <p>Key Partners: <i>Bolsover Civic Society, CVP, Bolsover traders, Junction Arts, Old Bolsover Town Council, Bolsover Scouts, BDC</i></p>			
 <p>Two temporary projects carried out in Dewsbury as part of the regeneration strategy in 2012. Three projects were delivered for £2000 with various community groups and local businesses.</p>			
<b>D. SHOPFRONT REFURBISHMENTS</b>		✓	✓
<p>The Town Centre needs to improve its appearance and this includes improved shop frontages. Such improvements have shown to increase footfall and dwell in the Town Centre, leading to increased spend in local retail and food outlets, which in turn improve business viability and increase the number of jobs in the medium term. Shop improvements can be delivered as an element within an integrated public realm improvements project and it would be a good early win. Future funding that is identified for shopfront improvements could have a portion that is allocated specifically for local independent businesses and shopfronts in urgent need of repair.</p> <p>Key Partners: <i>Bolsover Civic Society, CVP, Bolsover traders and local business organisations, Junction Arts, Old Bolsover Town Council, District Council, County Council, Historic England.</i></p>			
 <p>Richmond Market Place - Shopfront improvements before and after.</p>			
<b>E. ENHANCEMENT OF EXISTING PARKS FACILITIES</b>	✓		✓
<p><b>Gateways to Back Hills:</b> New paving 'thresholds' incorporating signage to highlight access points e.g. engraved paving. Subtle lighting (akin to that of the town approach rock walls) to highlight the conduit houses and the historic wall at the top of Castle Lane.</p> <p><b>Back Hills enhancements:</b> Drawing on and enhancing the sequence of clearings with woodland management where necessary, introducing new uses such as picnicking, educational space, (temporary) art installation. Views out over the vale to determine arrangement of new seating. The funeral store building could be re-used as an accessible public building, celebrating the views (e.g. education centre, cafe, restaurant).</p> <p><b>Dykes Field:</b> Formalise existing well-trodden desire lines with self-binding gravel or similar permeable surface. Include provision for youths such as sociable timber seating arrangements at select locations, e.g. in wooded clearings along the intrenchment.</p> <p><b>Hornscroft Park:</b> Enhanced youth provision to include improved lighting and the introduction of outdoor WiFi at a select location in the park. Clearance of shrubby vegetation and a different mowing regime would give prominence to the striking 'intrenchment' landform, which could also become a sculptural and play feature.</p> <p>Key Partners: <i>Bolsover Scouts, Bolsover Youth Council, CVP, Old Bolsover Town Council, Bolsover Scouts, local schools, BDC.</i></p>			
 <p>Contemporary gateway treatment.</p> <p>Engraved paving.</p> <p>Willow sculptures, Yorkshire Sculpture Park.</p> <p>Crochet art installation.</p> <p>Art installation, King's Wood, Kent.</p> <p>Play ridges, Hillsborough.</p> <p>Playground lighting.</p>			



# VILLAGES & HAMLETS

Outlying villages and hamlets form a vital part of the district's offer and identity. It is intended that the key principles of the Regeneration Framework are applied also to these settlements to identify and inform future projects.

Furthermore it is intended that the projects put forward for Bolsover centre will also improve facilities for all villages and hamlets that would like to use it as their service centre. Improved connectivity - including continual review/enhancement of pedestrian footways, bridleways and associated signage - is a key project in the Framework that will provide the vital infrastructure to strengthen these links between towns and their surrounding settlements.



## BRAMLEY VALE & DOE LEA

- 1 Public art to enhance local identity and define the entrances to Doe Lea and Bramley Vale.
- 2 Improve access/ linkage from the village to the Stockley Trail and Hardwick Estate; establish links with the National Trust 'Peoples Hardwick' project.



Potential locations for public art to define entrances to Doe Lea and Bramley Vale.

## SCARCLIFFE

- 3 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 4 Identify infill opportunities for development of housing/ enterprise.
- 5 Improve links to the countryside via tracks off Cracroft Lane.
- 6 Explore links from the village to the Archaeological Way.
- 7 Support the development of a community shop (either in Scarcliffe or Palterton).



Improve countryside links from Cracroft Lane.



Scarcliffe's distinctive vernacular identity.

## SHUTTLEWOOD

- 8 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 9 Support improvements to play areas at Bentinck Road Recreation Ground and Shuttlewood Recreation Ground.
- 10 Support any future proposals to vacant building adjoining Brockley Primary School, for appropriate alternative uses.



Bentinck Road Recreation Ground.



Shuttlewood Recreation Ground.



Alternative uses for building adjoining Brockley Primary School.

## STANFREE

- 11 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.

## PALTERTON

- 12 Support any initiatives to redevelop/ refurbish the former Miners Welfare.
- 13 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.



Support completion of Miner's Welfare refurbishment.



Existing signs could be replaced with bespoke designs.

## GLAPWELL

- 14 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 15 Support the provision for creation of village recreation space.



Existing play areas on Glapwell Village Green.







## POSTSCRIPT



Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and village.

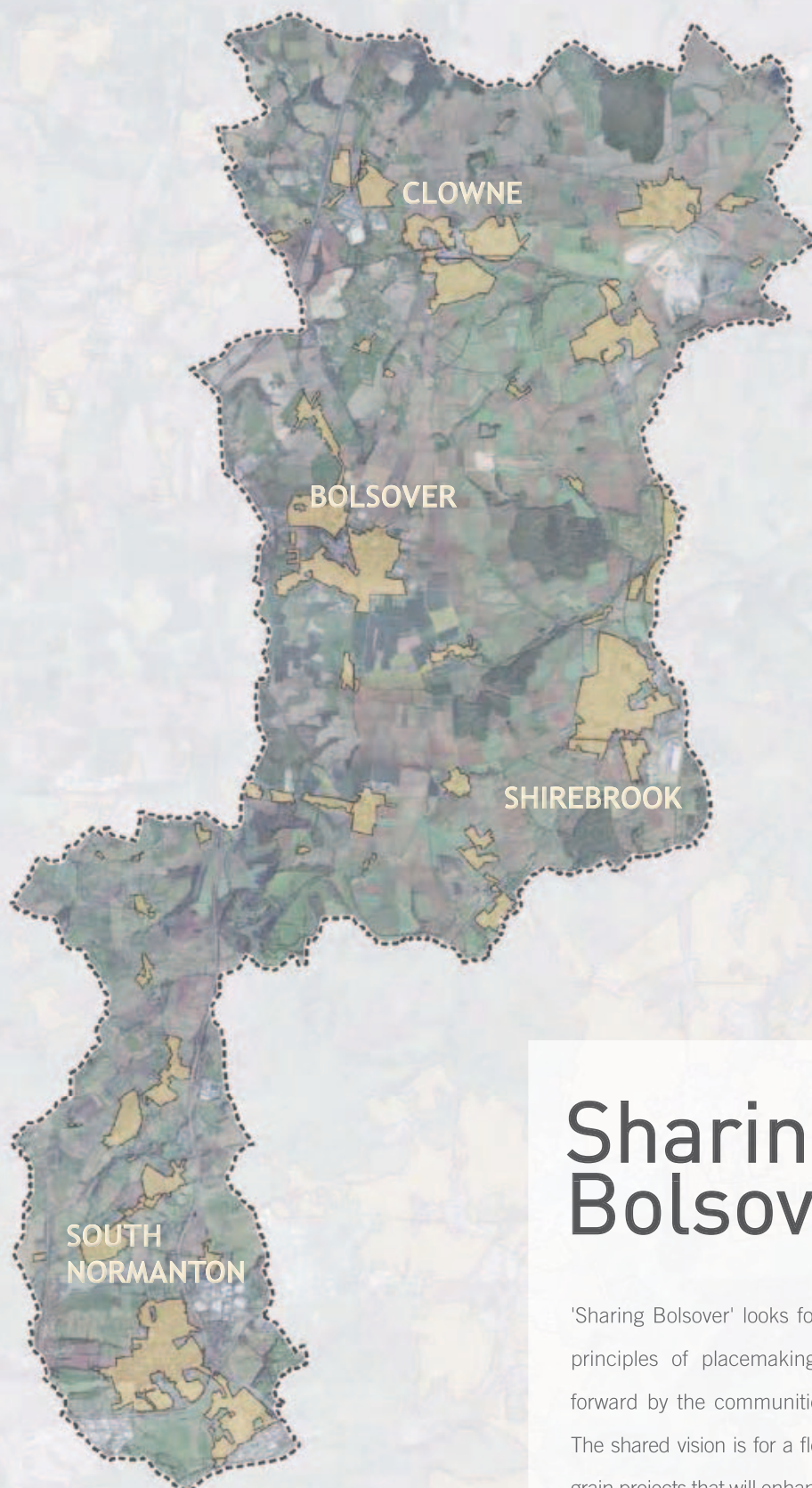
The 'Sharing Bolsover' Regeneration Framework has been developed and shaped by many individuals and organisations working in the district. All have given generously of their time, knowledge and ideas.

Many individuals contributed beyond what could be reasonably expected and many organisations, from all sectors, impressed with their long term commitment to making Bolsover prosper.

Bolsover District is rich in social capital and this is its greatest asset and the source of its future success. In the era of sparse public resources this is where the hope for the future dwells.

'Sharing Bolsover' belongs to the communities of Bolsover District who helped to create it.





# Sharing Bolsover!

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grain projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride.

# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES



## CLOWNE

and surrounding villages and hamlets including  
Barlborough, Creswell, Whitwell and Hodthorpe







# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES

## CLOWNE

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BaumanLyons  
**ARCHITECTS** CAMLIN LONSDALE



**Accend**









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# INTRODUCTION

Top: Clowne Members' Workshop, Jan 2016

Middle (L-R): Bolsover, South Normanton and Shirebrook  
Members' Workshops, Jan 2016

Bottom: Bolsover District Stakeholders Workshop, Feb 2016



# PREFACE



Councillor Ann Syrett

I am delighted to present to you the Regeneration Framework for Bolsover District. This work is the result of many months of consultation with community groups and organisations who share the Council's commitment to improve our town centres and key settlements.

The Framework is a building block to secure regeneration which requires public and private funding, it provides an evidence base to add weight to the Local Plan, it has raised awareness of active placemaking proposals and facilitated discussion around perception of place. Lastly, it will be used to encourage inward investment by demonstrating the Council's commitment to the District's regeneration through co-ordinated and targeted interventions.

We live in a District which has much to offer; with a rich heritage and history and a proud industrial base which has been the backbone of our economy. We also recognise that our District is changing and in order to build sustainable communities we need to work together with partners locally, regionally and nationally to achieve our collective ambitions.

I would like to thank everyone who has been involved in development of the Framework and look forward to working in partnership with you to achieve our aspirations.

**Councillor Ann Syrett**

Leader of the Council



# POLICY CONTEXT

## LOCAL PLAN & REGENERATION FRAMEWORK

As Planning Authority, Bolsover District Council (BDC) is preparing a new Local Plan for Bolsover District to replace the Local Plan adopted in February 2000. This new Local Plan will set out the Council's vision and objectives for development in Bolsover District, outlining the planned levels of growth over the next 15 years. It draws on the national and the Council's own ambitions for growth and change in the district. It translates these ambitions into a Plan to help deliver the growth the District needs whilst preserving the characteristics people value and the features they cherish. To support the preparation of the new Local Plan, the Council has also developed this Regeneration Framework for the District, focusing on its four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton.

This Regeneration Framework has sought to bring together the District's local communities and the Council and its partner organisations in order to understand the making of place in a strategic and holistic manner, identifying priorities and potential projects to help foster a greater sense of place. As such, the Regeneration Framework through its development has formed an important part of the evidence base for the emerging Local Plan, informing its place specific policies and proposals in a co-ordinated manner.

## NATIONAL

### The Plan for Growth (2011)

The Plan for Growth sets out the Government's approach to growing the UK economy. Aspects relevant to Regeneration Frameworks are the ambition for investment and exports as a route to a more balanced economy through an increase in private sector employment, especially in regions outside London and the South East, and increased investment in low carbon technologies.

### The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise". By supporting the Council's Local Plan, this Regeneration Framework will help connect local communities' aspirations into the preparation of the Local Plan.

## REGIONAL

### Local Economic Partnerships

At the time of writing this Regeneration Framework, BDC was within two Local Economic Partnership (LEP) areas: Sheffield City Region and D2N2 (the LEP for the Derbyshire, Derby, Nottinghamshire and Nottingham areas). The LEP's 2014 Strategic Economic Plans (SEP) were the basis for their Growth Deals with central government.

### Combined Authorities

In March 2016 Bolsover District Council determined a 'preferred membership status' option in favour of becoming a constituent member of the proposed North Midlands Combined Authority and a non-constituent member of the Sheffield City Region (SCR) Combined Authority. These Combined Authorities are yet to define how to support the implementation of Regeneration Frameworks.

### Derbyshire Economic Partnership (DEP)

The DEP is a public/private sector partnership which through working together seeks to facilitate an effective and co-ordinated approach to economic development across Derbyshire. DEP's Vision, themes and objectives are set out in Derbyshire Economic Strategy Statement. Particularly relevant to Regeneration Frameworks are strategic themes of Boosting Investment and Place Making through investment in infrastructure, unlocking potential of land and property assets, attracting new businesses and increasing the vitality and viability of towns, and Fostering Enterprise and Business Growth through maximising the potential of the visitor economy and strengthening the rural economy.

## LOCAL

Bolsover District Council has developed a number of plans and strategies that provide an important context:

### Bolsover and North East Derbyshire Growth Strategy, 2014

Guiding principles of the Growth Strategy are to play to the strengths and opportunities of both districts, focus on key assets, and to involve all stakeholders and partners in developing and implementing the Growth Strategy.

## Bolsover District Council Corporate Plan, 2015-19

The plan sets out the key priorities for the Council and a vision to enhance and improve the wealth profile, well-being and quality of life for the communities of Bolsover District. The key aim most relevant for this framework is Unlocking our Growth Potential through supporting enterprise, unlocking development potential of major employment sites, and enabling housing growth by increasing the supply, quality and range of housing.

## Bolsover Green Space Strategy, 2012

The Green Space Strategy seeks to achieve, through partnership working with local communities, the provision of a well maintained, attractive, safe, healthy, accessible and valued network of green spaces across the District. It also identifies priorities for how green space should be planned and managed and those settlements where new green space is needed.

## Successful Places Supplementary Planning Document, 2013

Successful Places promotes the Council's high quality design agenda and sets out a series of Place Making Principles based upon established best practice that will be applied to both new developments and proposals to improve existing places. This guide provides the building blocks to creating better designed places to live, which are also relevant to where they are built, so that what we build today not only delivers character and distinctiveness, but the foundations for a better quality of life and well-being in the longer term.

## Sustainable Community Strategy 2013 – 2020

The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous district.

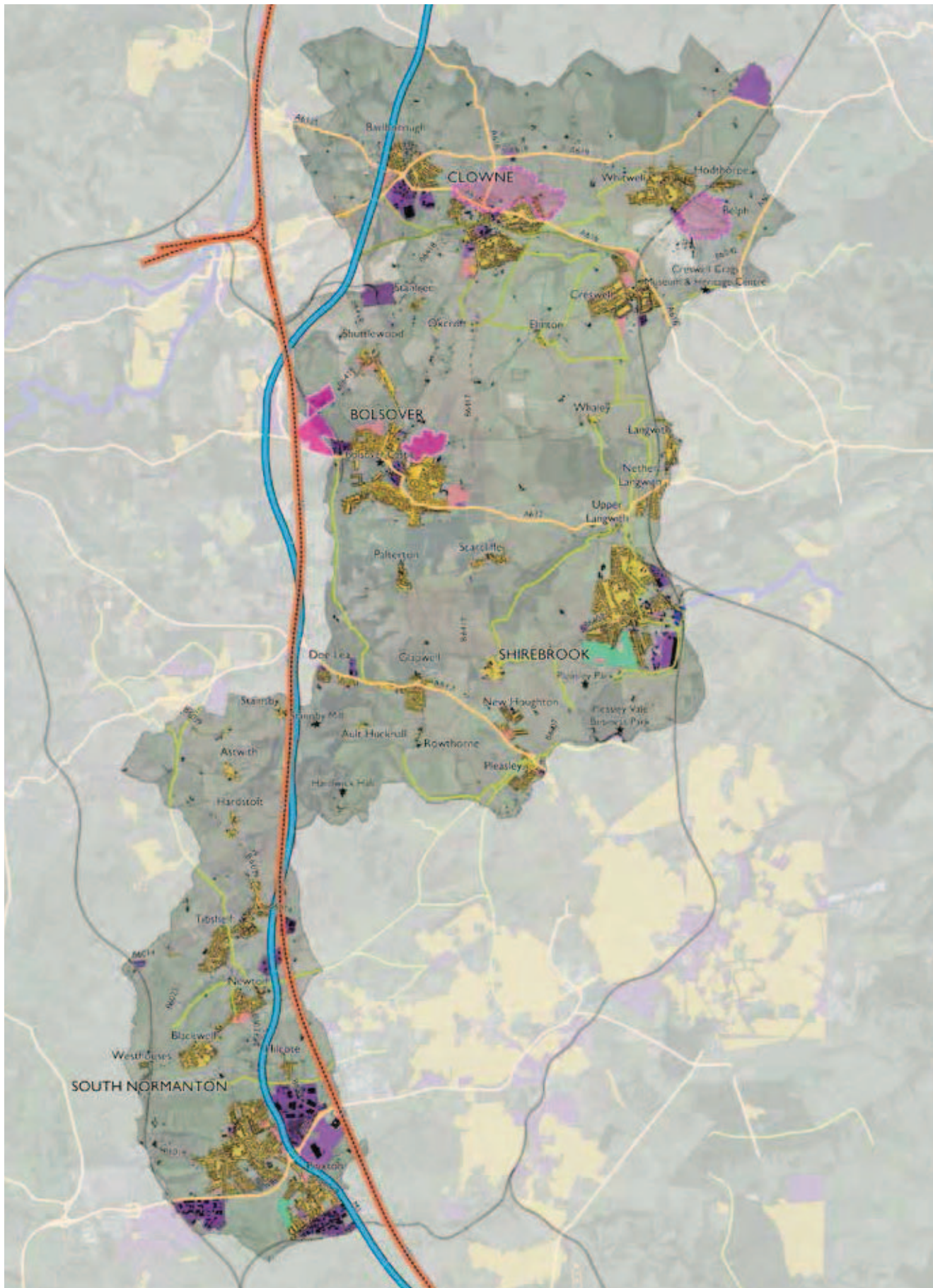
The Regeneration Framework links to all six priority strands within the strategy - Community Safety, Housing and the Environment, Culture and Tourism, Health and Wellbeing, Business and Employment, Accessibility and Raising Aspirations, in terms of recommending actions to benefit all the six strands.



## Bolsover District Economic Development and Housing Strategy 2015 – 2020

The strategy offers a focus to deliver both economic and housing growth together, ensuring that the limited resources of the council and its partners are targeted effectively and in a coordinated way to face local challenges and deliver against targeted priorities, one of which is realising the vitality and viability of town centres; the Regeneration Framework addresses this priority by providing a basis for town centre regeneration, facilitated by co-ordinated and targeted interventions and guided by the principles of “placemaking”, the receptiveness of citizens and physical characteristics of each discrete part of the District.





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## BOLSOVER DISTRICT IN 2033

### Key

Potential Strategic Sites	Subregional Greenways	District boundary	Motorway
Sites with history of residential planning application(s)	Archaeological way	Buildings	A Road
Residential	National Strategic Routes	Railway Track	B Road
Employment	HS2	Railway Tunnel	Local Street
	HCA Land Assets		

# VISION

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grained projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride. There are three principles that underpin the Regeneration Framework:

## BUILDING ON WHAT WE HAVE

Bolsover District is undergoing dynamic change. The proximity to the M1 corridor has been a focus of major investment that has secured economic growth. However the collapse of traditional industries such as coalmining and textiles and their attendant scars have governed the rate and distribution of economic benefits, resulting in marked contrasts between some parts of the District and others. The town and village centres seem to display these contrasts most clearly, particularly the four service centres: Bolsover, Clowne, Shirebrook and South Normanton. However the District nestles between the natural assets of Sherwood Forest and the Peak District and offers a blend of spectacular scenery and historic attractions such as Bolsover Castle, Creswell Crags and Hardwick Hall and the towns and villages have distinctive qualities, individual identities and strong communities.

Further growth is predicted. Population projections up to 2030 suggest that the populations of Bolsover will increase by 8,000 to 84,000 and the number of jobs will increase by 4,100. Building on these attributes, the strategy addresses the current weaknesses and barriers to community prosperity by recommending a range of sustainable enhancements to existing initiatives, organisations, projects and of physical and human assets.

## EMBRACING THE FUTURE

Significant global drivers of change are shaping our future: climate change, resources depletion, flattening of the global economy and the decrease in mid-level jobs are impacting on us already and will continue to do so. Local changes such as HS2, town extensions and immigration will significantly alter the geography and social profile of existing settlements. By 2033 it is likely that the culture of enterprise and start ups, often working from home but accessing global markets, will dominate the job market, whilst the decline of large supermarkets and increase in online shopping will continue to create a shift towards independent, local, distinctive retail and food economy on the high street.

Furthermore new technologies, coupled with the requirement to reduce carbon omissions, will have a fundamental impact on the way we live. By 2033 most of our energy demand will be met through renewable energy; electrically powered, silent autonomous cars will reduce the need for individual car ownership, will enable better connectivity, and will release capacity on existing networks; cycling and walking will be popular alternative modes of transport improving health and wellbeing; a host of new assistive technologies will help people to stay in their communities as they grow old. These new trends are likely to enhance the desirability of living in market towns; 'Sharing Bolsover' assumes that the projected economic growth will improve the viability and desirability of its towns and villages and it therefore suggests a dual approach of building on what we have combined with bold innovations.

## TWO HANDS CLAPPING: CO-PRODUCING REGENERATION

It is increasingly recognised that many of the 'top down' strategies have not delivered sustainable regeneration, whilst many bottom up initiatives have been short lived. Neither approach is suitable on its own to deliver regeneration in Bolsover; but as the public sector resources dwindle and communities increasingly deliver ground breaking projects and services, they should be invited as partners to deliver place based regeneration: two hands clapping to support long term transformation.

A key principle of the vision is to share the task of delivering the regeneration. This would be achieved through embracing collaborative practices between the Council and local communities to develop physical assets through new community based organisations such as the Cooperative Land Trust, Community Development Trusts and community asset transfers. These organisations utilise the existing civic networks and skills to build on a host of existing community based initiatives.



## CONNECT



Urban personal transportation



Carport solar structure



Cargo bikes: a light and healthy alternative

## DIVERSIFY



Modular Home Factory



New types of workspace



Affordable ecological co-housing

## ENHANCE



Cumberland Market allotments



Crowle Market Place - Bauman Lyons Architects



Crowle Market Place - Bauman Lyons Architects

# CROSS CUTTING THEMES

'Sharing Bolsover' is underpinned by three district wide strategic themes: Connect, Diversify and Enhance. These are supported with a proposed framework of short, medium and long term place specific projects. The Regeneration Framework for each service centre consists of an 'ecology' of capital and revenue projects of various levels of complexity ranging from the fine grain, small and easy to deliver, to large scale flagship projects with longer delivery periods. A variety of delivery mechanisms and funding sources is envisaged.

## CONNECT

Sustainable connectivity across the District, especially between the villages and the towns is poor. A major theme of this Regeneration Framework is to support the existing and ongoing plans for a District wide network of greenways that improves the quality of key environmental assets and the image of the District, whilst improving connectivity. There are a number of former mineral railway corridors across the District that have potential to be re-used for green transport. This could reactivate old transport routes to provide an attractive tourist offer that links the District's key visitor attractions and encourages visitors to stay longer and spend more in the District. This green movement network could also provide a recreation opportunity for local people and very importantly, it should be considered as a healthier and more sustainable day-to-day alternative to on-road connections between and within the main towns and villages. This approach builds on existing projects including Derbyshire County Council's work bringing forward the Archaeological Way through Pleasley and other planned and ongoing upgrades to the existing network.

## DIVERSIFY

The District is projected to grow and strategic development site allocation identifies potential within the District for large town extensions on greenfield land. 'Sharing Bolsover' proposes to supplement these large developments with a fine grain of smaller development sites on infill and brownfield land, reusing empty properties and upper floors, diversifying types of housing ownership, and diversifying procurement methods and methods of construction.

Likewise new employment in the District has been secured over the last decade through large scale

business parks such as Markham Vale whereas the estimated 400 small businesses, and the reputedly fast growing start-ups, would also benefit from increased local authority support.

'Sharing Bolsover' proposes a new infrastructure to support these small businesses and encourage further growth of commercial and social enterprise. This requires provision of incubation spaces, move-on accommodation, co-sharing spaces, peer to peer support as well as training and business support.

## ENHANCE

Over the last two decades BDC has achieved a great rate of economic growth and this growth is projected to continue. Currently the lack of quality retail offer and choice in the town centres, the poor housing offer and the physical environment of the towns (and some of the villages) continue to negatively impact on land values and fail to attract higher value jobs and workforce.

Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting and signage to create inviting civic spaces.

'Sharing Bolsover' proposes high quality civic spaces in the heart of each of the market towns to support and grow an independent retail offer. It also identifies potential for town centre housing and spaces for social and commercial enterprise that will help to animate the centre, support strong community networks and local economies, and create a civic hub that local communities and visitors want to use.





# REGENERATION PROJECTS

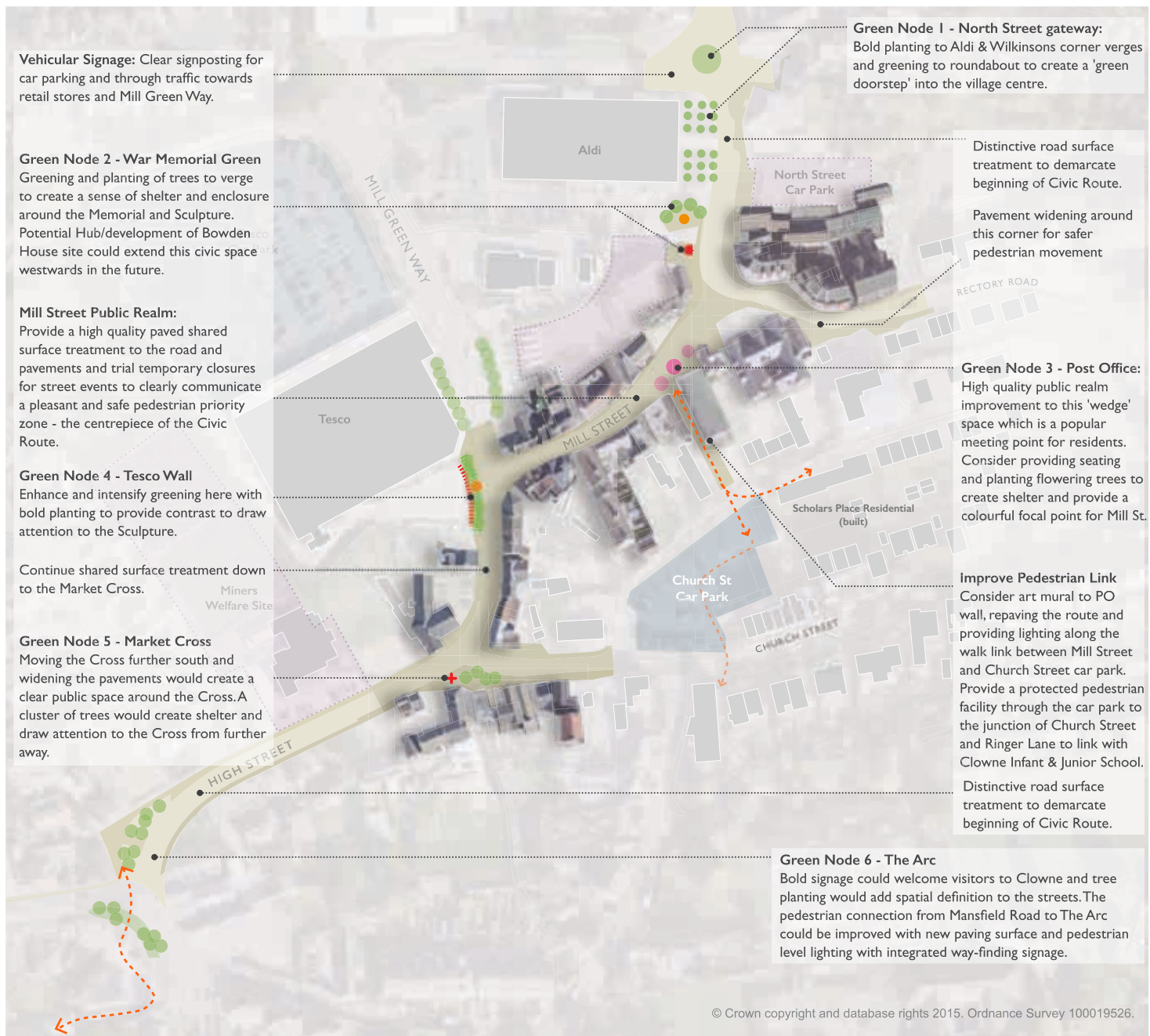


Clowne Project Overview Map

## CLOWNE PROJECTS SUMMARY

PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
CLOWNE VILLAGE CENTRE PROJECTS				
 New Civic Route	Urban design scheme incorporating pedestrian priority treatments and public realm improvements to connect community facilities to the North of the village centre to The Arc via the historic retail core of Mill Street.	✓		✓
 Connection to potential strategic site	Strategic recommendations for a more pedestrian and cyclist friendly landscaped route between the village centre and a potential strategic site to the north.	✓		✓
 Enhanced connections	Improvements to routes that connect the village centre to District greenways in particular the Clowne Branch Line.	✓		
 Social Enterprise / Green Transport Hub	New facility accommodating social enterprises and small organisations including Community Transport. Potential to incorporate green transport facility including hire.	✓	✓	
 Clowne Linear Park	Landscape enhancements to promote Linear Park as a natural leisure destination on the Bolsover Loop including improved gateways and connections.	✓		✓
 Bring forward development of infill sites	Identification and bringing forward of small sites within the village centre for infill housing and co-housing.		✓	
STEPPING STONE PROJECTS				
 Empty space above shops	Convert empty upper floors to housing and improvement of upper floor window appearance.	✓	✓	✓
 Shopfront refurbishments	Development of a design code and provision of subsidies for local business owners including identification of priority shop frontages which are in poor condition.		✓	✓
 Temporary testing of Mill Street improvements	Temporary treatments to the road surface and occasional closures for events to experiment with pedestrian prioritised street usage.	✓		✓
 Gateway improvements	Several sites identified at key entrances into the village centre, including community led greening/artwork/attractive signage.	✓		✓





Civic Route proposals





**Bridgegate, Hebden Bridge: Pedestrianisation of town centre route with vehicular access limited only to deliveries.**

Clowne has received considerable investment in recent years. Further growth of population and jobs is planned at the potential strategic site to the north of the town and a new public swimming pool is being built at The Arc. Currently the main gateway into town from M1 on North Road is signposted to Mill Green Way which services the Tesco, Wilkinsons and Aldi sites. The appearance of the village centre, particularly Mill Street would benefit from public realm investment.

A transformative project for the regeneration of Clowne is proposed to create an alternative Civic Route, the centrepiece of a sustainable transport corridor to connect Clowne Community Centre on Recreation Close to the public swimming pool at The Arc that is currently under construction and due to open in early 2017. General improvements are recommended to the full length of the route with clear signposting, distinctive

## I CIVIC ROUTE FROM NORTH TO SOUTH

A major transformative urban design project that proposes pedestrian priority treatments connecting the community facilities to the North of the village centre to The Arc in the South via Clowne's historic retail core of Mill Street and the Market Cross.

road treatment to demarcate the start and finish of the route, bold planting to the Aldi and Wilkinson corner, high quality public realm outside the Post Office with seating and planting and improvements on Rectory Road and around the Memorial site.

The main area of proposed improvement is Mill Street, currently a one way street connecting North Road and Rectory Road with Mill Green Way. The route currently supports the majority of smaller retail units within the town and has a large amount of on street parking which dominate this space making a poor and unattractive environment. Pedestrianisation or pedestrian priority of Mill Street would provide a significant improvement and would support creation of a gateway treatment to the Village Centre from the North. This will promote Mill Street as a hub for independent retailers and specialist shops and a potential space for public events.

### KEY ACTIONS

**Consult**  
with traders on  
Mill Street to  
secure buy in

**Traffic movement  
Study**  
including car parking  
analysis in anticipation  
of the potential strategic  
site to the north

**Temporary  
testing**  
of shared surface  
on Mill Street

**Draw up proposals**  
for full improvements  
and phased  
implementation  
programme

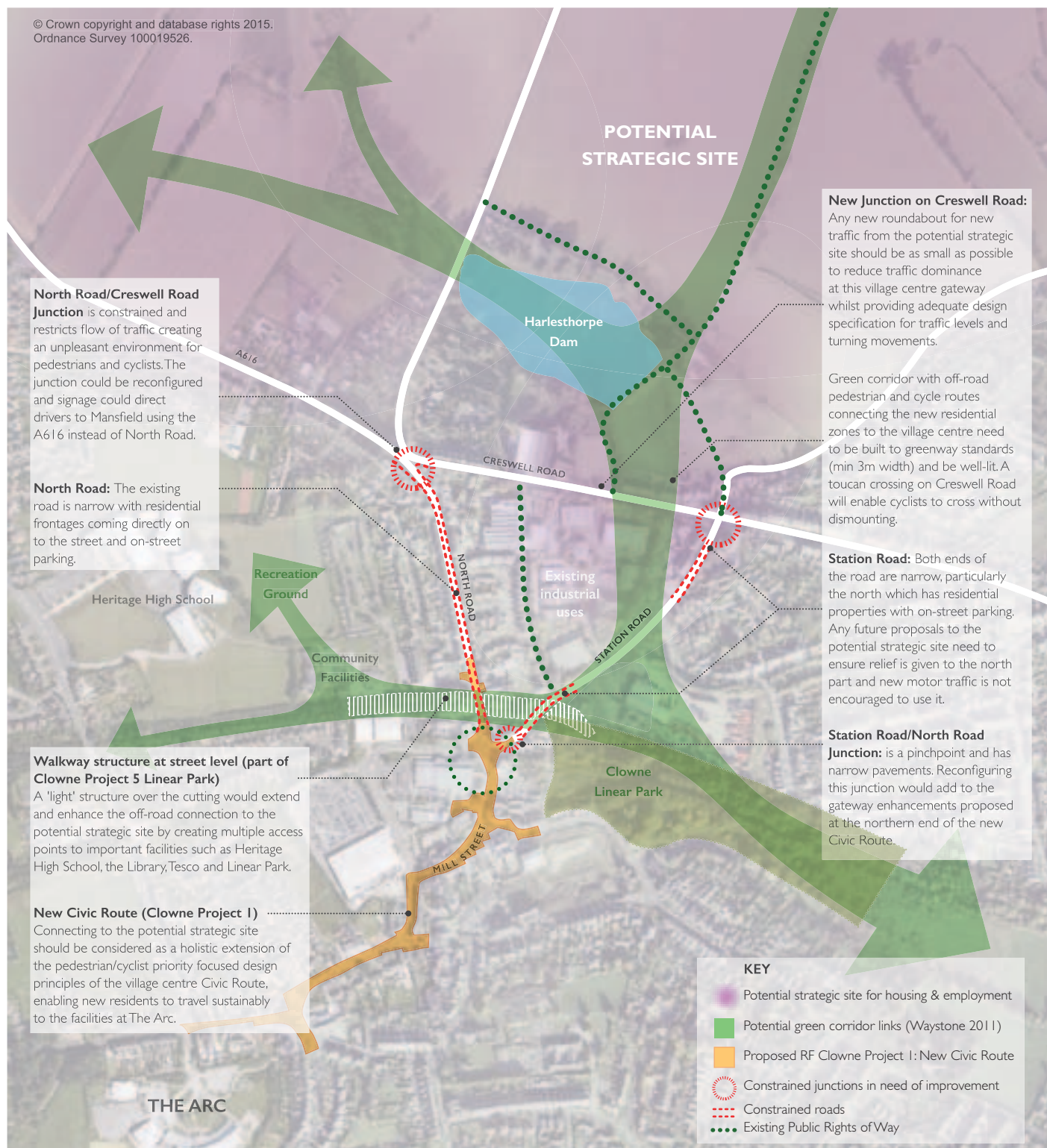


(L) Regenerated High Street in the market town of Belper, Derbyshire - Winner of the The Great British High Street Award 2014.



(R) Pontardawe Town Centre: Major public realm improvements incorporating the War Memorial into the public realm with the junction narrowed and calmed as part of the Town Centre gateway. The road treatment is a shared surface with different paving treatments to subtly demarcate pedestrian and vehicular zones.





Map of connections to potential strategic site

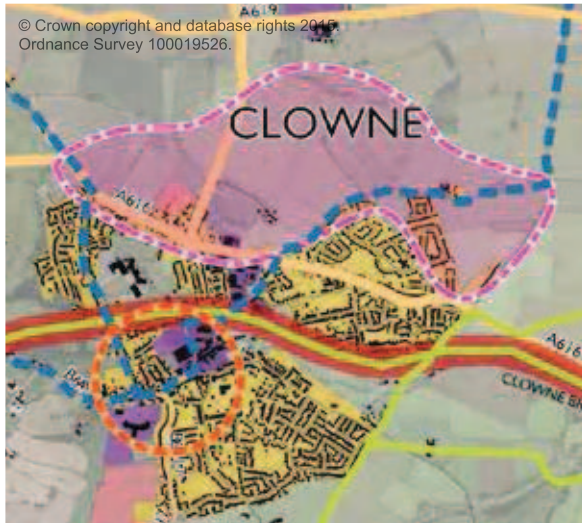


Existing junction between Creswell Road and North Road.



Narrow road and on street parking at the north end of Station Road.





Potential strategic site to the north of Clowne

## 2 CONNECTION TO POTENTIAL STRATEGIC SITE

The Regeneration Framework makes strategic recommendations to guide the design of the new and enhanced connections between the village centre and the potential strategic site to the north. The design principles promote pedestrian and cycle priority and opportunities for enhancing landscape quality while reducing pressure on the existing road infrastructure.

There is a potential strategic site to the north of Clowne being considered within the preparation of the Local Plan for Bolsover District. This site provides opportunities to strengthen the employment pull of Clowne as well as the viability of the village.

Currently, links to the village centre present major challenges and are in parts are narrow and constrained for vehicular flow and present an unpleasant environment for pedestrians and cyclists.

An additional link road is required to increase the capacity of existing infrastructure to enter Clowne from the north-west.

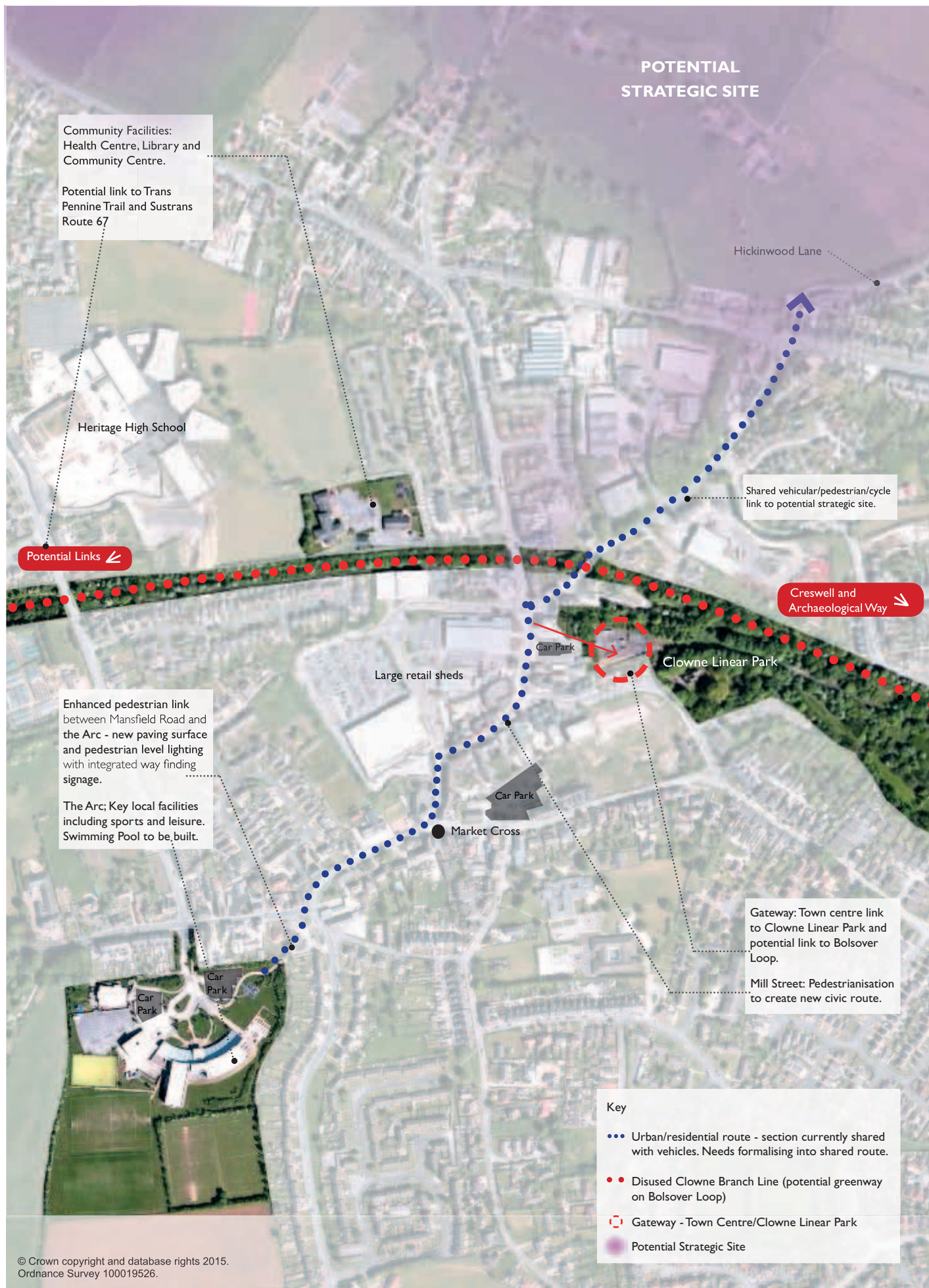
One potential option is to provide a new link road through the industrial estate to the Station Road / North Road junction but it involves the loss of several buildings on Station Road at the North Road junction. This southern stretch of Station Road is also the most direct pedestrian route to and from the north of the village centre, so should provide good quality widened and protected footway for pedestrians. The roundabout at Station Road / North Road should be as small as possible to reduce traffic dominance at this gateway to the village centre.

Relief should be offered to the northern length of Station Road which is very narrow and has residential properties with on-street parking.

A parallel off-road walk/cycle link along the suggested green corridor could be considered between the potential strategic site and the Village Centre to provide a sustainable transport link of 3 metre width with controlled crossings of the roads.

Access onto and off the Bolsover Loop along the former rail alignment is a challenge. It is recommended that an access link is provided onto the alignment to the east of Station Road. Ideally, a green link across the rail cutting should be provided from the Community Centre towards Tesco and the village centre and this would be a useful point also for providing a link from the cutting to street level.

Signing and way-finding of the greenway network should be improved and direction signing in Clowne should be re-examined as Mansfield-bound traffic could be signed via A61 and/A60, avoiding the need to pass through the centre of Clowne.



New Village Centre to Stockley Trail (Bolsover Loop) Greenway Connection





Crossing point, pedestrian priority scheme in Holbein Place, London

### 3 NEW CONNECTIONS TO GREENWAYS

Enhancement of the transport links between the towns and villages with a green transport network for walking and cycling is a cross cutting theme of the Framework. In Clowne this can be achieved by implementing the 'Civic Route' through the village centre and the enhancement of links to Clowne Linear Park and the Bolsover Loop.

The proposed Civic Route will provide a clear north-south vehicular, cycle and pedestrian route through the village centre, which follows Clowne's historic main streets. The route combines sections of shared surface and public realm improvements, including new surfacing, signage and greenspace. The Civic Route connects the village centre to The Arc's sports facilities to the south, the potential strategic site to the north and the Clowne Linear Park and Bolsover Loop.

From The Arc a newly surfaced pedestrian link leads to Mansfield Road where clear crossing points could be provided. The route continues along the High Street with improved pavement surfacing, to the Market Cross, where traffic calming measures are integrated with improved public realm treatment (including new

surfacing and reduction of street 'clutter'). A shared surface could be implemented along Mill Street, with pedestrian priority and occasional closure of this street to traffic for events such as markets or fairs.

Pedestrian and cycle links into Clowne Linear Park from a new North Road Car Park entrance and Rectory Road should be clearly indicated from Mill Street, with options to continue onto the Bolsover Loop west to the Trans Pennine Trail or east towards Creswell. Further up Station Road to the north of Clowne, there is opportunity for sustainable movement routes to follow Hickinwood Lane (edging the potential strategic site), northeast and link into the greenways network.



Shared pedestrian, cycle and vehicular route, Amsterdam

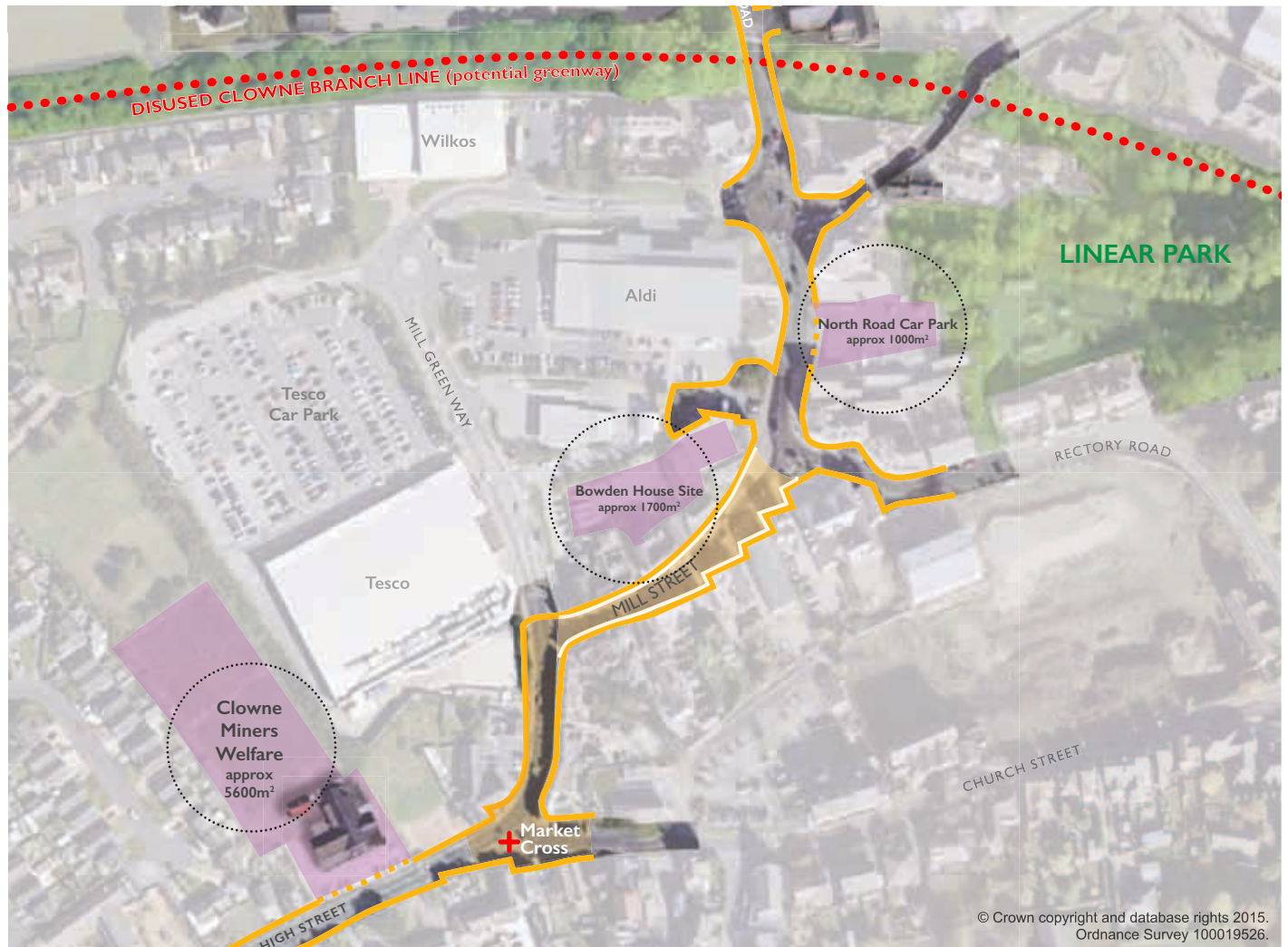


Cycle parking in Amsterdam





Get Cycling: Community Interest Company based in York offering both conventional and specialist bikes for sale and hire, specialising particularly in disability cycling, adapted cargo bikes, recumbent bikes and other innovative models. Get Cycling also run cycling events, active education and offer cycling support services.



HEART - Headingley Enterprise and Arts Centre, Leeds: The Headingley Development Trust led the five year development and refurbishment of an old primary school to keep it in community use providing enterprise, arts and community centre facilities run by local people.

The Cycle Hub Newcastle: A cafe, bike repair and hire workshop run by a social enterprise. The Cycle Hub is located on the Gateshead quayside along the Sustrans 72 cycle route providing a convenient and centralised green leisure facility.



The Cycle Hub Newcastle: A bike repair and hire workshop with cafe run by a social enterprise.

## 4 SOCIAL ENTERPRISE & GREEN TRANSPORT HUB

To provide a focus for the promotion of sustainable transport, a hub facility is proposed where the community delivers sustainable transport services to the district for residence and visitors. It is proposed that The Hub would also house many of the social enterprises in the district most notably Clowne and District Community Transport.

The Hub will provide new services and be integrated with the provision of community transport services, as currently delivered by Clowne and District Community Transport and other services such as Wheels to Work schemes.

The Sustainable Transport Hub should be operated by a community interest company or social enterprise on a not for profit basis. By providing a range of services around sustainable transport promotion, the enterprise would be able to bring in funding from various sources. The services could include commercial hire of bikes; e-bikes and disability bikes to tourist visitors; bike loans as part of community schemes; jobseeker schemes or health referral schemes; cycle training offered to individuals and to families and to school children utilising the greenways; social bike rides; cycle maintenance and training; bike holidays, including planning itineraries, booking accommodation, transporting bikes; storing and maintaining the fleet of bikes.

Where possible, the above services should be provided utilising existing capacity in the community, looking to

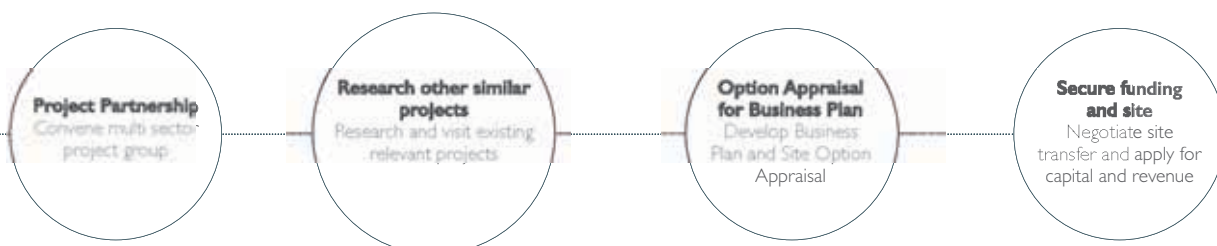
work with existing cycle shops, bike mechanics, cycle trainers and cycle ride leaders.

The Hub should be provided as a physical community asset and be run by an existing CIC / social enterprise, such as Clowne and District Community Transport, or other interest groups forming a CIC/social enterprise, such as Bolsover District Cycling Club or a joint venture of existing cycling shops, training and maintenance providers.

Revenue sources could include: commercial daily hire revenue; sustainable transport initiatives; funding from transport projects to provide cycle training; social rides; maintenance training; community bike loan; health and social care referral; community cafe; developer contributions; membership fees; and fund raising.

Three potential sites have been identified: North Road Car Park, Bowden House, Miners Welfare site. It may be appropriate to provide additional facilities elsewhere in the District such as a cycle hire site at Pleasley Vale more specifically targeting the tourist cycle hire market (but possibly run by the same organisation).

### KEY ACTIONS

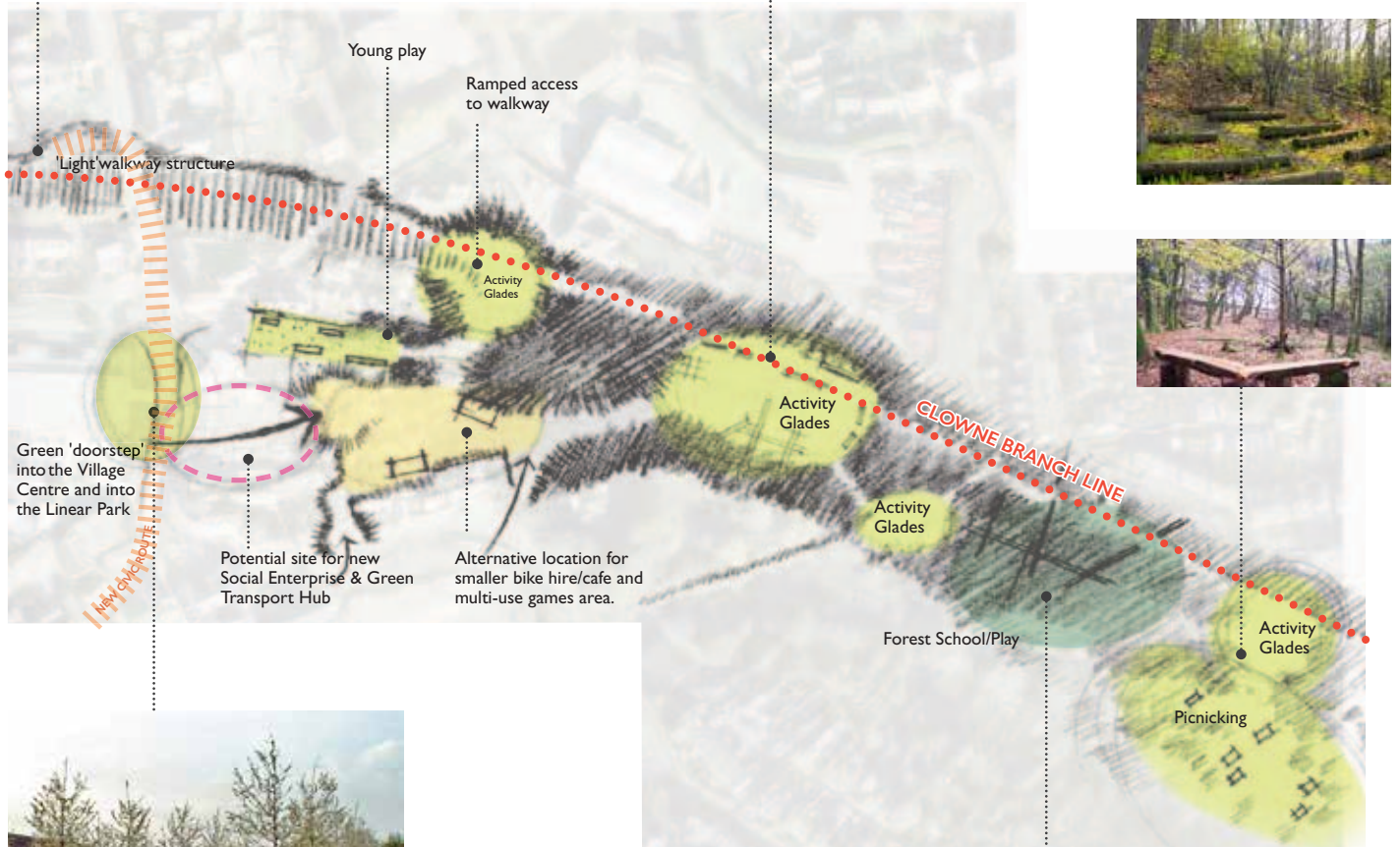






'Light' walkway structure at street level  
The walkway would allow the Branch Line (Bolsover Loop) to act as a 'seam' between north and south Clowne by providing an accessible connection for safer pedestrian movement to and from the centre.

Activity Glades - woodland/natural play  
Woodland clearings of different scales could form a sequence of activity pockets catering for different ages e.g. high ropes, archery, outdoor gym etc using natural 'apparatus' like the tree canopy and branches.



Green 'doorstep' into Clowne Village Centre:  
Formal grids of fruiting (productive) and flowering trees would help bring the green character of the Linear Park on to the new Civic Route (Clowne Project 1).



Forest School/Play: Examples of family den and play nest building at Ecclesall Woods in Sheffield.

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The existing Clowne Branch Line and Linear Park could provide possible locations for land based art

## 5 CLOWNE LINEAR PARK

The Linear Park is one of Clowne's greatest leisure and green movement assets. Its connection to the disused railway line and villages beyond identify the Park's potential to be a local stopping and starting point on the district wide greenway network offering spaces to rest, play and recover, strengthening the Park's role as a gateway into the village centre.

'Glades' or woodland clearings of different scales could be created to form a sequence of 'activity pockets' along the Linear Park and Branch Line. Possible functions may include; picnicking - using felled trees to create benches and tables; nature based play on the forest floor and up in the tree canopy; an outdoor 'gym' using rustic timber/metal to form benches, beams, monkey bars, etc.

Large, open clearings can be multifunctional, serving as space for temporary events, outdoor performance, art installations and forest school/educational use. Canvas canopies could be hung from the trees for shelter; dens made from felled branches and DIY felled-timber seating logs arranged as temporary outdoor classrooms.

The North Street car park has the potential to become a principal civic open space and key entrance to Clowne Linear Park. The character of this space could extend across to the planting beds in front of Aldi to embrace this northern stretch of Mill Street, creating a human-scale green 'doorstep' into Clowne. Planting may comprise formal grids of fruiting and flowering trees in permeable paving such as self-

binding gravel and setts. Alternatively, this car park could become the location of a sustainable transport 'hub' structure (See Clowne Project 4). The sharp level change from North Road car park could be exploited to create a dramatic entrance into the Linear Park. A new multi-user access ramp could wind down the bank, through the trees alongside a steep flight of steps offering a more playful and adventurous route.

A street-level 'light' walkway structure above the Clowne Branch Line cutting could allow access for all, to increase perception and encourage exploration of the greenway, without infilling this historic movement route. This walkway could create a potential link along the Branch Line from Station Road, westwards to the Library and Community Centre where it could also provide a new pedestrian link here over the railway cutting to the village centre.

The east entrance into the park from Hollin Hill Road could be improved with simple vegetation management to open up light to the access gate and installation of a new, simple carved timber/stone sign to fit in with its wooded context.

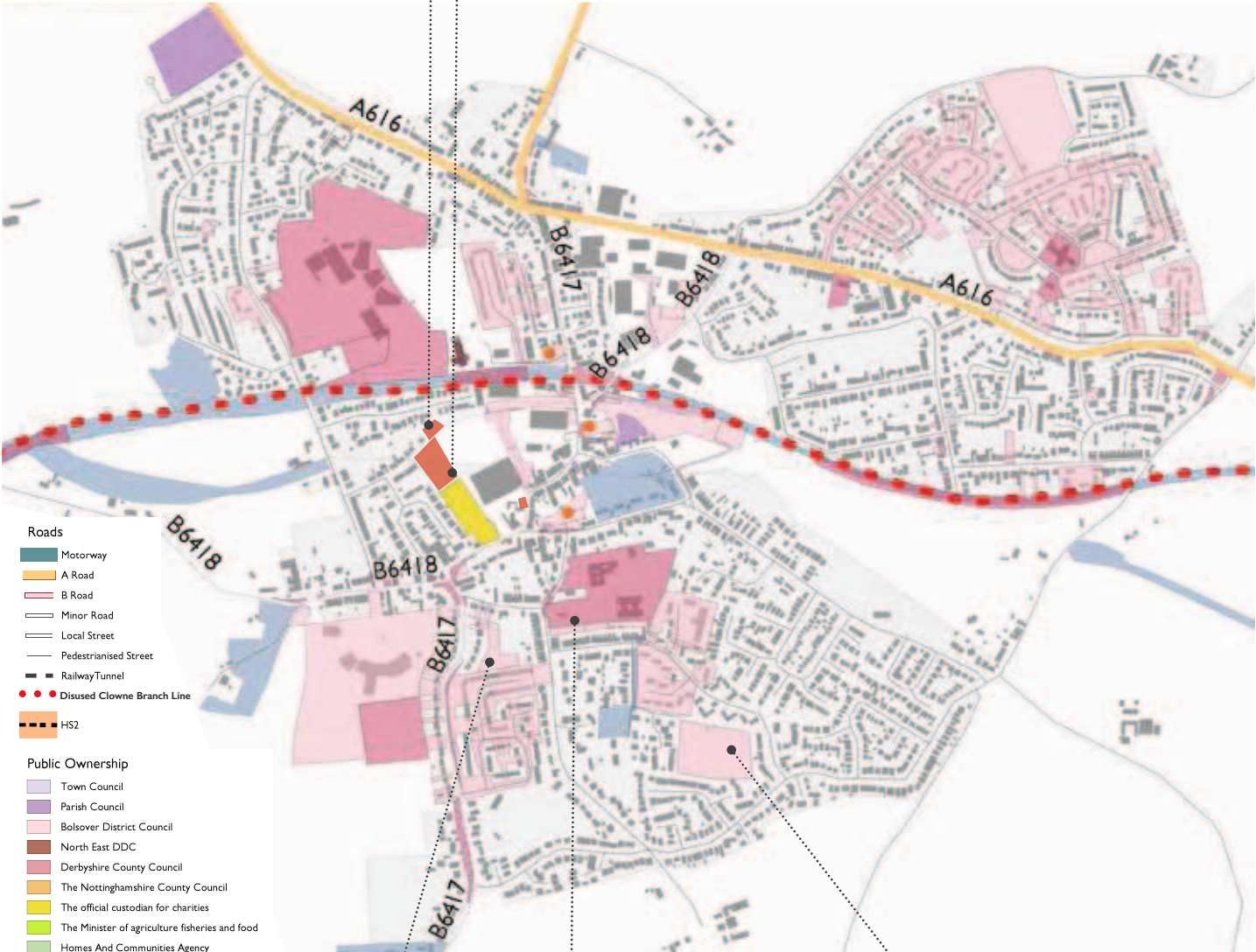




Potential infill site between Regent Street and Chestnut Drive



Potential infill site between Regent Street and Tesco car park



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Ordnance Survey 100019526.



Former allotment land to the east of Mansfield Road and on the west side of Ringer Lane (BDC owned)



Underutilised land that is part of Clowne Junior School site (DCC owned)



Land on the south side of Rood Lane (BDC owned)





Visual by Emmett Russell Architects

## 6 BRING FORWARD DEVELOPMENT OF INFILL SITES

There are a number of vacant infill sites and buildings that could be brought forward for the development of housing schemes that would stimulate the regeneration process.

The attraction and vitality of market towns and their enduring appeal can be largely attributed to the sense of community and proximity to the countryside both of which elude city dwellers. Market town centres were traditionally mixed use with large numbers of residents living in the heart of the town.

Current housing policy is pushing new housing developments to the edges of the town where large greenfield sites form part of the potential strategic land allocation. There is a concern that these new large communities will become commuter neighbourhoods and will not use the facilities of the village centre. Furthermore the large housing sites tend to provide mostly traditional family dwellings whereas the current housing shortage extends to smaller units for social housing, affordable housing, first time buyers, move on from first time buying, downsizers, older persons' housing, one person householders and rental markets - all of these would benefit from village centre locations. Clowne village centre sites in public ownership

should therefore be brought forward to supplement the supply offer. This would have the added benefits of regenerating underutilised assets, encouraging alternative modes of transport as current car park sites are developed and creating additional footfall to enhance the viability of the retail and leisure sectors. Centrally located housing would enhance the village offer to the residents, the surrounding settlements and visitors alike.

There are a number of suitable publicly owned sites in Clowne including land between Regent Street and Tesco car park, former allotments to the east of Mansfield Road and west side of Ringer Lane, underutilised land next to Clowne Junior School and land south of Rood Lane - all would lend themselves to housing developments that could be brought forward. All new infill developments should maximise green amenity space, especially where a former underutilised green space site has been brought forward.







Visuals by Emmett Russell Architects







EXAMPLE: Bristol City Council's New Build Council Housing Programme: Aiming to deliver 1000 new council homes over the next 15 years on small infill sites around the city. Three of these schemes (pictured) have been designed by Emmett Russell Architects to Passivhaus standards. The schemes range between 3-8 houses per site with each dwelling accommodating 1-2 bedrooms.



# CLOWNE STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. EMPTY SPACE ABOVE SHOPS</b> <p>Much of the accommodation above shops is currently underutilised. Creation of new residential and office accommodation in vacant upper floors would enhance the appearance, increase footfall, diversify residential and work space accommodation and contribute to job creation.</p> <p>The project fits well with other strategic policies and could be funded by D2N2 LEP: Local Growth Fund, Developer Contributions, Historic England, Bolsover District Council and individual property owners/tenants</p> <p>Key Partners: A local project steering group to be formed in the village with representatives from the Parish Council, District Council, County Council, Historic England, local business organisations.</p>	✓	✓	✓
<div>   </div> <p>Richmond Market Place shopfront and upper floors: Before</p> <p>Richmond Market Place shopfront and upper floors: After</p>			
<b>B. SHOPFRONT REFURBISHMENTS</b> <p>The village centre needs to improve its appearance and this includes improved shop frontages. Such improvements have shown to increase footfall and dwell in town centres, leading to increased spend in local retail and food outlets, which in turn improve business viability and increase the number of jobs in the medium term.</p> <p>Shop improvements can be delivered as an element within an integrated public realm improvements project and it would be a good early win.</p> <p>Key Partners: A local project steering group be formed in the village with representatives from the Parish Council, District Council, County Council, Historic England, local business organisations.</p>		✓	✓
<div>  </div> <p>Example: Thornton Heath shopfront improvement &amp; flank wall graphics project by You &amp; Me for Croydon Council.</p>			
<b>C. TEMPORARY TREATMENTS &amp; OCCASSIONAL CLOSURE FOR EVENTS ON MILL STREET</b> <p>Temporary closure of Mill Street would help to raise awareness of transformational possibilities, highlight the barriers to permanent change, help to refine the ideas and quantify costs, help to find ways of overcoming them. Staging community events on a high street would be one way to gain feedback and buy-in from the wider community and to design the right solutions before major investment is made.</p> <p>Key Partners: A local project steering group to be formed in the village with representatives from local grassroots organisations, the Parish Council, District Council, County Council, local business organisations and cultural providers.</p>	✓		✓
 <p>Caledonian Road, a neighbourhood with a busy through road in North London is closed to host a yearly street festival.</p>			

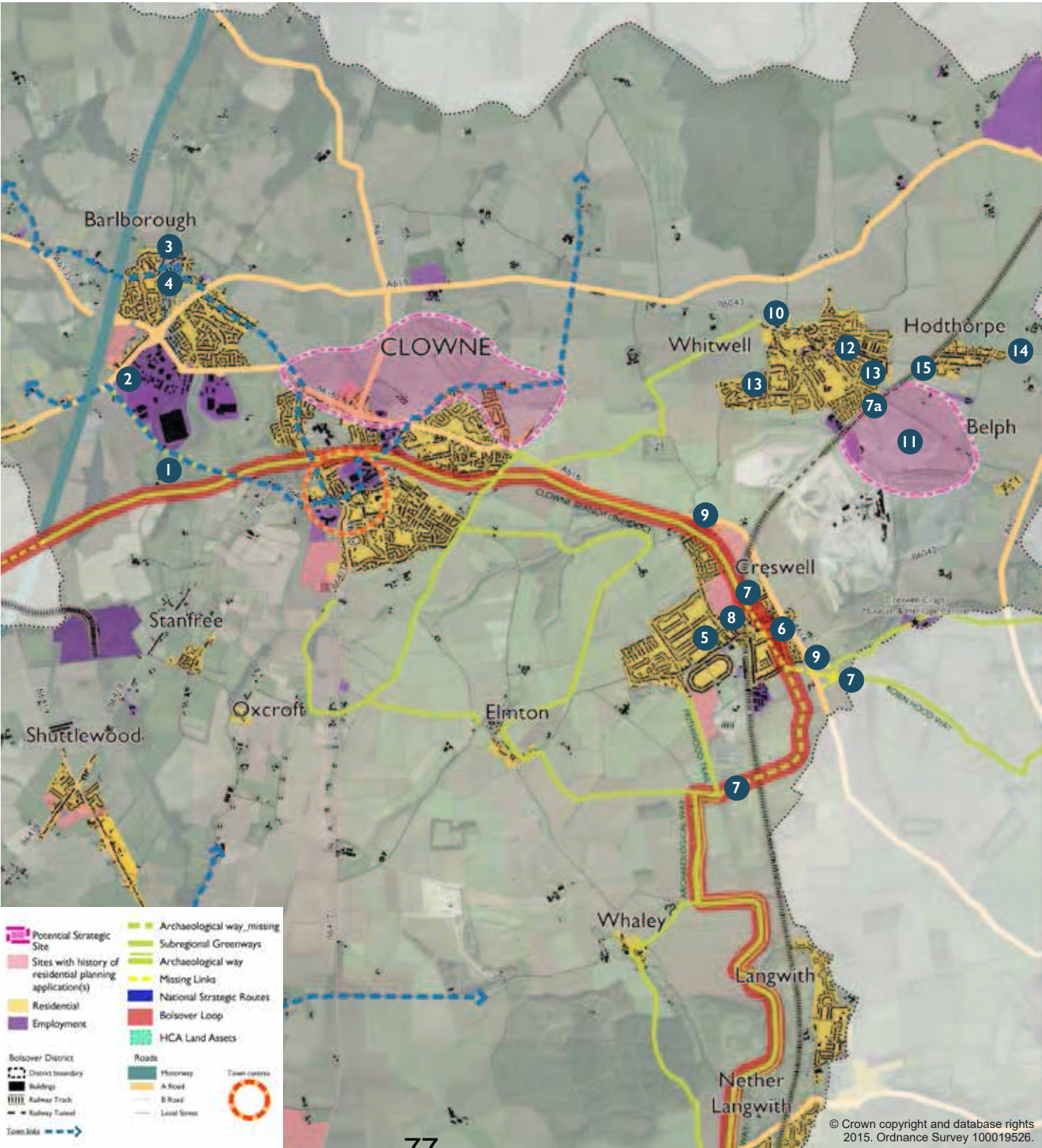
PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
D. GATEWAY IMPROVEMENTS	✓		✓
<p><b>North Road - Station Road Junction:</b></p> <p>Bold tree planting to the corner verge adjacent to Aldi wrapping round to the entrance space fronting Lloyds Pharmacy and Domino's would create a green town centre approach, highlighting the attractive historic buildings to the east of North Road and help screen the large grey Aldi shed. Reduce signage where possible, integrating it with other signposts or onto existing structures, e.g. walls or fences.</p> <p>The centre of the mini-roundabout is a potential location for a 'Welcome to Clowne' feature, e.g. 'planted' signage or community artwork.</p> <p><b>Rectory Road Village and Linear Park Gateway:</b></p> <p>This threshold space could be enhanced using a contrasting paving material/tarmac top dressing, which extends out from the park threshold space to the adjacent pavement (and possibly across the road?). The existing tree in this space could be bolstered with additional tree planting, to bring the wooded character of the Linear Park out into the street. In-ground or on-wall signage and bespoke railings/gates could mark this as a welcoming gateway into the Linear Park.</p> <p><b>Church Street Village Gateway:</b> The pedestrian crossing here could be resurfaced and simple tree lines planted to the verges (repeating species used at the Rectory Rd Gateway) to improve the spatial containment of this threshold into Clowne centre. New tree planting and pavement surfacing could also mark the well used school to town pedestrian route, around the edge of Church Street car park.</p> <p><b>Mansfield Road - B6148 - High Street Junction:</b></p> <p>As a key gateway to Clowne village centre from the south, this junction should become a distinctive threshold space and give a sense of arrival. Bold signage could welcome visitors to Clowne, and tree planting would add spatial definition to the streets. The grassed corner plot and garage site could potentially become a focal building, helping to strengthen the spatial structure in this location and enliven the street frontage. The pedestrian connection from Mansfield Road to The Arc could be improved with new paving surface and pedestrian level lighting with integrated way-finding signage.</p> <p>Key Partners: A project steering group to be formed in the village with representatives from local groups including Clowne in Bloom and other gardening and creative groups, representatives from the Parish Council, District Council, County Council, local business organisations</p>			
 <p>'Town Dressing' - building on the Derbyshire tradition of well-dressing - could these local skills be extended to larger more permanent planted signage around the town's 'first impression' spaces?</p>  <p>There is opportunity for wayfinding, gateway and boundary treatments around Clowne Linear Park and the Branch Line to be designed to a high standard that is coherent and bespoke for Clowne.</p>  <p>Tree planting can be used to mark entrances into town centres and to add visual and spatial structure the streetscape.</p>  <p>Town centre pedestrian lighting</p> <p>Lighting integrated into paving setts</p>			



# VILLAGES & HAMLETS

Outlying villages and hamlets form a vital part of the District's offer and identity. It is intended that the key principles of the Regeneration Framework are applied also to these settlements to identify and inform future projects.

Furthermore it is intended that the projects put forward for Clowne centre will also improve facilities for all surrounding villages and hamlets that would like to use it as their service centre. Improved connectivity - including continual review/enhancement of pedestrian footways, bridleways and associated signage - is a key project in the Framework that will provide the vital infrastructure to strengthen these links between core towns and their surrounding settlements.





## BARLBOROUGH

- 1 Enhance existing proposals for greenways to provide improved cycle routes from the old village centre, through Barlborough Links to Clowne, via the Clowne Branch Line.
- 2 Enhance connectivity between the business park and retail units within the links neighbourhood.
- 3 Support a programme of shopfront improvements to retail units within the village.
- 4 Support the reuse of empty commercial properties within the village such as the empty retail unit in the village centre.



The old village centre could be the starting point of improved cycle routes.



Existing signage could be replaced with bespoke and distinctive signage.



Post Office shopfront requires improvements in keeping with the village character.



Empty retail unit in village centre.

## CRESWELL & ELMTON

Acknowledge and enhance the former civic architecture that defines the history of the village, through a programme of village improvements including:

- 5 *Creswell Public Realm Improvements:* Strategic recommendations for improving the quality of the Elmtun Road core retail area.
- 6 *Creswell Leisure Centre:* potential redesign and refurbishment of the existing leisure facility at Creswell to complement the leisure centre at The Arc in Clowne.
- Encourage Tourism:
  - Explore options for Caravan and Lodge Park, Tent/Yurts etc.
  - Interpretation boards including Robin Hood Line.
- 7 interpretation at Creswell Station (and Whitwell Station [7a])
- Support the improvement of cycle trail / green route linking the Archaeological Way to the Clowne Branch Line.
- Develop and complete the green links into Creswell.
- 8 Support the redevelopment of the Station Hotel, Creswell.
- 9 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.



Strategic recommendations for sustaining the use of Creswell Leisure Centre in conjunction with the leisure centre in Clowne.



Support the redevelopment of the Station Hotel, Creswell.

## WHITWELL

- 10 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 11 Support the redevelopment of the former Whitwell colliery site – potential strategic site for a mixed housing and employment scheme. Also support the restoration of the colliery tip.
- 12 Support the reuse of the former Co-op building.
- 13 Support the improvement of Bakestone Moor and Welbeck Street play areas.



Support the re-use of the former Co-op building.

## HODTHORPE & BELPH

- 14 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 15 Support the improvement of the play area at Hodthorpe Recreation Ground.



Support the improvement of play areas in Hodthorpe.







## POSTSCRIPT



Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and village.

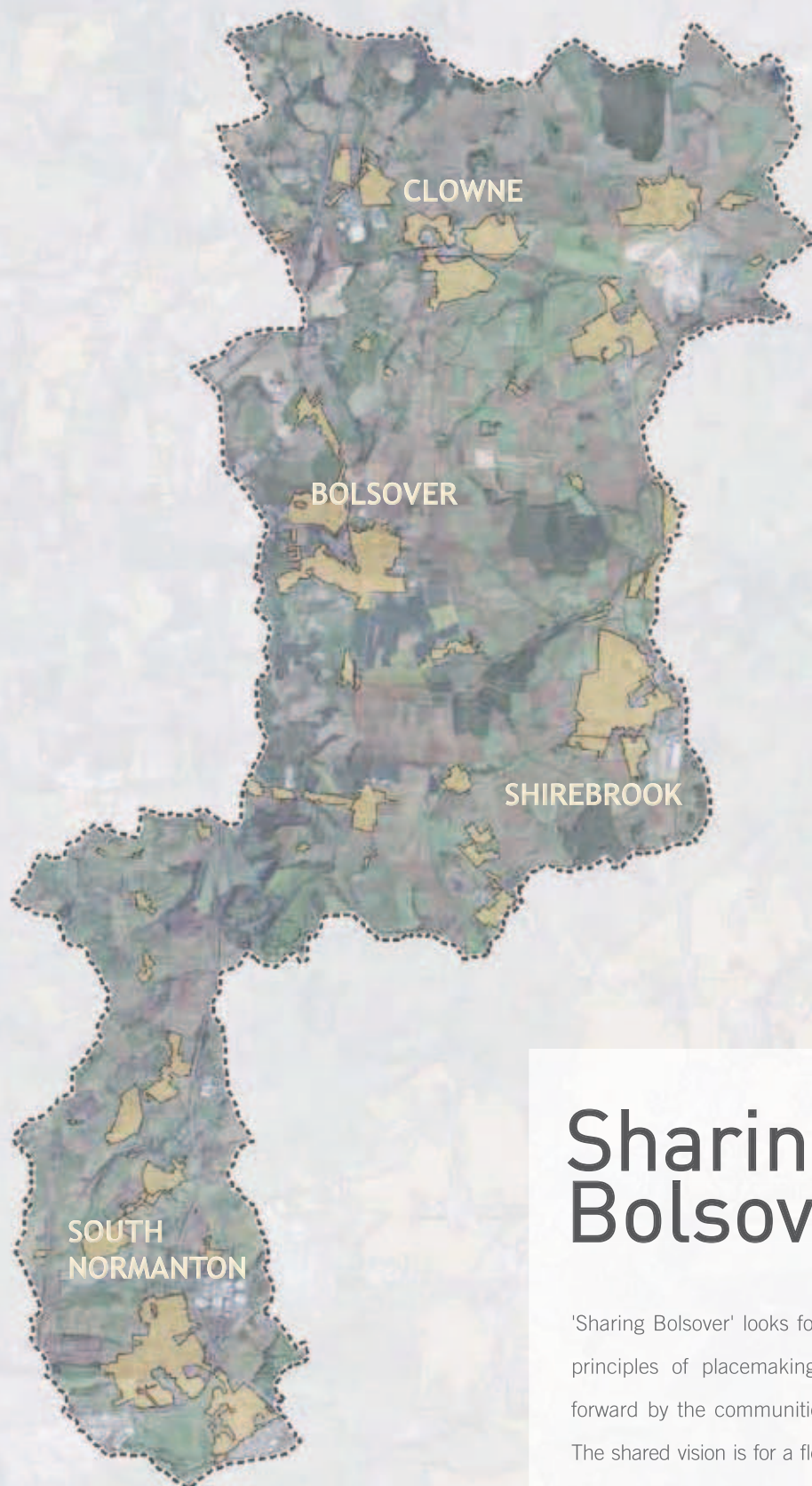
The 'Sharing Bolsover' Regeneration Framework has been developed and shaped by many individuals and organisations working in the district. All have given generously of their time, knowledge and ideas.

Many individuals contributed beyond what could be reasonably expected and many organisations, from all sectors, impressed with their long term commitment to making Bolsover prosper.

Bolsover District is rich in social capital and this is its greatest asset and the source of its future success. In the era of sparse public resources this is where the hope for the future dwells.

'Sharing Bolsover' belongs to the communities of Bolsover District who helped to create it.





# Sharing Bolsover!

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grain projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride.

# Sharing Bolsover!

**BOLSOVER DISTRICT  
REGENERATION FRAMEWORK**  
STRATEGIES FOR TOWNS AND VILLAGES



## SHIREBROOK

and surrounding villages and hamlets including  
Pleasley, Pleasley Vale, Langwith-Whaley Thorns  
and New Houghton









# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES

## SHIREBROOK

and surrounding villages and hamlets including  
Pleasley, Pleasley Vale, Langwith-Whaley Thorns  
and New Houghton

BaumanLyons  
**ARCHITECTS** CAMLIN LONSDALE



**Accend**









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# INTRODUCTION



Top: Clowne Members' Workshop, Jan 2016

Middle (L-R): Bolsover, South Normanton and Shirebrook Members' Workshops, Jan 2016

Bottom: Bolsover District Stakeholders Workshop, Feb 2016



# PREFACE



Councillor Ann Syrett

I am delighted to present to you the Regeneration Framework for Bolsover District. This work is the result of many months of consultation with community groups and organisations who share the Council's commitment to improve our town centres and key settlements.

The Framework is a building block to secure regeneration which requires public and private funding, it provides an evidence base to add weight to the Local Plan, it has raised awareness of active placemaking proposals and facilitated discussion around perception of place. Lastly, it will be used to encourage inward investment by demonstrating the Council's commitment to the District's regeneration through co-ordinated and targeted interventions.

We live in a District which has much to offer, with a rich heritage and history and a proud industrial base which has been the backbone of our economy. We also recognise that our District is changing and in order to build sustainable communities we need to work together with partners locally, regionally and nationally to achieve our collective ambitions.

I would like to thank everyone who has been involved in development of the Framework and look forward to working in partnership with you to achieve our aspirations.

**Councillor Ann Syrett**

Leader of the Council

# POLICY CONTEXT

## LOCAL PLAN & REGENERATION FRAMEWORK

As Planning Authority, Bolsover District Council (BDC) is preparing a new Local Plan for Bolsover District to replace the Local Plan adopted in February 2000. This new Local Plan will set out the Council's vision and objectives for development in Bolsover District, outlining the planned levels of growth over the next 15 years. It draws on the national and the Council's own ambitions for growth and change in the district. It translates these ambitions into a Plan to help deliver the growth the District needs whilst preserving the characteristics people value and the features they cherish. To support the preparation of the new Local Plan, the Council has also developed this Regeneration Framework for the District, focusing on its four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton.

This Regeneration Framework has sought to bring together the District's local communities and the Council and its partner organisations in order to understand the making of place in a strategic and holistic manner, identifying priorities and potential projects to help foster a greater sense of place. As such, the Regeneration Framework through its development has formed an important part of the evidence base for the emerging Local Plan, informing its place specific policies and proposals in a co-ordinated manner.

## NATIONAL

### The Plan for Growth (2011)

The Plan for Growth sets out the Government's approach to growing the UK economy. Aspects relevant to Regeneration Frameworks are the ambition for investment and exports as a route to a more balanced economy through an increase in private sector employment, especially in regions outside London and the South East, and increased investment in low carbon technologies.

### The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise". By supporting the Council's Local Plan, this Regeneration Framework will help connect local communities' aspirations into the preparation of the Local Plan.

## REGIONAL

### Local Economic Partnerships

At the time of writing this Regeneration Framework, BDC was within two Local Economic Partnership (LEP) areas: Sheffield City Region and D2N2 (the LEP for the Derbyshire, Derby, Nottinghamshire and Nottingham areas). The LEP's 2014 Strategic Economic Plans (SEP) were the basis for their Growth Deals with central government.

### Combined Authorities

In March 2016 Bolsover District Council determined a 'preferred membership status' option in favour of becoming a constituent member of the proposed North Midlands Combined Authority and a non-constituent member of the Sheffield City Region (SCR) Combined Authority. These Combined Authorities are yet to define how to support the implementation of Regeneration Frameworks.

### Derbyshire Economic Partnership (DEP)

The DEP is a public/private sector partnership which through working together seeks to facilitate an effective and co-ordinated approach to economic development across Derbyshire. DEP's Vision, themes and objectives are set out in Derbyshire Economic Strategy Statement. Particularly relevant to Regeneration Frameworks are strategic themes of Boosting Investment and Place Making through investment in infrastructure, unlocking potential of land and property assets, attracting new businesses and increasing the vitality and viability of towns, and Fostering Enterprise and Business Growth through maximising the potential of the visitor economy and strengthening the rural economy.

## LOCAL

Bolsover District Council has developed a number of plans and strategies that provide an important context:

### Bolsover and North East Derbyshire Growth Strategy, 2014

Guiding principles of the Growth Strategy are to play to the strengths and opportunities of both districts, focus on key assets, and to involve all stakeholders and partners in developing and implementing the Growth Strategy.



## Bolsover District Council Corporate Plan, 2015-19

The plan sets out the key priorities for the Council and a vision to enhance and improve the wealth profile, well-being and quality of life for the communities of Bolsover District. The key aim most relevant for this framework is Unlocking our Growth Potential through supporting enterprise, unlocking development potential of major employment sites, and enabling housing growth by increasing the supply, quality and range of housing.

## Bolsover Green Space Strategy, 2012

The Green Space Strategy seeks to achieve, through partnership working with local communities, the provision of a well maintained, attractive, safe, healthy, accessible and valued network of green spaces across the District. It also identifies priorities for how green space should be planned and managed and those settlements where new green space is needed.

## Successful Places Supplementary Planning Document, 2013

Successful Places promotes the Council's high quality design agenda and sets out a series of Place Making Principles based upon established best practice that will be applied to both new developments and proposals to improve existing places. This guide provides the building blocks to creating better designed places to live, which are also relevant to where they are built, so that what we build today not only delivers character and distinctiveness, but the foundations for a better quality of life and well-being in the longer term.

## Sustainable Community Strategy 2013 – 2020

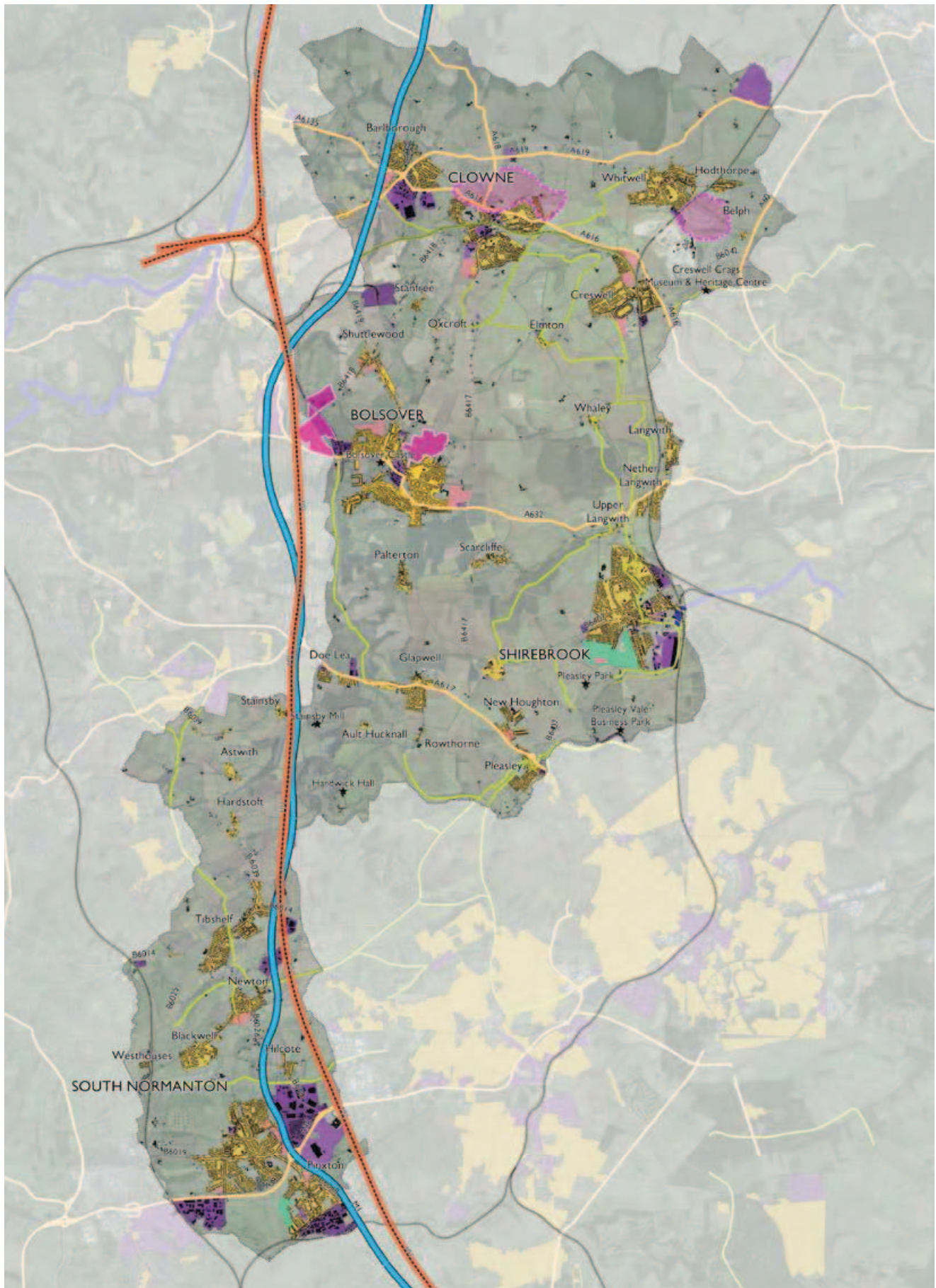
The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous district.

The Regeneration Framework links to all six priority strands within the strategy - Community Safety, Housing and the Environment, Culture and Tourism, Health and Wellbeing, Business and Employment, Accessibility and Raising Aspirations, in terms of recommending actions to benefit all the six strands.



## Bolsover District Economic Development and Housing Strategy 2015 – 2020

The strategy offers a focus to deliver both economic and housing growth together, ensuring that the limited resources of the council and its partners are targeted effectively and in a coordinated way to face local challenges and deliver against targeted priorities, one of which is realising the vitality and viability of town centres; the Regeneration Framework addresses this priority by providing a basis for town centre regeneration, facilitated by co-ordinated and targeted interventions and guided by the principles of “placemaking”, the receptiveness of citizens and physical characteristics of each discrete part of the District.



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## BOLSOVER DISTRICT IN 2033

### Key

<span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Potential Strategic Sites	<span style="border-bottom: 2px solid green; width: 20px; display: inline-block;"></span> Subregional Greenways	<span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> District boundary	<span style="background-color: #00BFFF; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Motorway
<span style="background-color: #FFDAB9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Sites with history of residential planning application(s)	<span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span> Archaeological way	<span style="background-color: black; display: inline-block; width: 15px; height: 10px;"></span> Buildings	<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> A Road
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Residential	<span style="border-bottom: 2px solid red; width: 20px; display: inline-block;"></span> National Strategic Routes	<span style="border-bottom: 1px dotted black; width: 20px; display: inline-block;"></span> Railway Track	<span style="background-color: #FFA500; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> B Road
<span style="background-color: #800080; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Employment	<span style="border-bottom: 2px dashed red; width: 20px; display: inline-block;"></span> HS2	<span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railway Tunnel	<span style="background-color: #FF69B4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Local Street
	<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> HCA Land Assets		



# VISION

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grained projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride. There are three principles that underpin the Regeneration Framework:

## BUILDING ON WHAT WE HAVE

Bolsover District is undergoing dynamic change. The proximity to the M1 corridor has been a focus of major investment that has secured economic growth. However the collapse of traditional industries such as coalmining and textiles and their attendant scars have governed the rate and distribution of economic benefits, resulting in marked contrasts between some parts of the District and others. The town and village centres seem to display these contrasts most clearly, particularly the four service centres: Bolsover, Clowne, Shirebrook and South Normanton. However the District nestles between the natural assets of Sherwood Forest and the Peak District and offers a blend of spectacular scenery and historic attractions such as Bolsover Castle, Creswell Crags and Hardwick Hall and the towns and villages have distinctive qualities, individual identities and strong communities.

Further growth is predicted. Population projections up to 2030 suggest that the populations of Bolsover will increase by 8,000 to 84,000 and the number of jobs will increase by 4,100. Building on these attributes, the strategy addresses the current weaknesses and barriers to community prosperity by recommending a range of sustainable enhancements to existing initiatives, organisations, projects and of physical and human assets.

## EMBRACING THE FUTURE

Significant global drivers of change are shaping our future: climate change, resources depletion, flattening of the global economy and the decrease in mid-level jobs are impacting on us already and will continue to do so. Local changes such as HS2, town extensions and immigration will significantly alter the geography and social profile of existing settlements. By 2033 it is likely that the culture of enterprise and start ups, often working from home but accessing global markets, will dominate the job market, whilst the decline of large supermarkets and increase in online shopping will continue to create a shift towards independent, local, distinctive retail and food economy on the high street.

Furthermore new technologies, coupled with the requirement to reduce carbon omissions, will have a fundamental impact on the way we live. By 2033 most of our energy demand will be met through renewable energy; electrically powered, silent autonomous cars will reduce the need for individual car ownership, will enable better connectivity, and will release capacity on existing networks; cycling and walking will be popular alternative modes of transport improving health and wellbeing; a host of new assistive technologies will help people to stay in their communities as they grow old. These new trends are likely to enhance the desirability of living in market towns; 'Sharing Bolsover' assumes that the projected economic growth will improve the viability and desirability of its towns and villages and it therefore suggests a dual approach of building on what we have combined with bold innovations.

## TWO HANDS CLAPPING: CO-PRODUCING REGENERATION

It is increasingly recognised that many of the 'top down' strategies have not delivered sustainable regeneration, whilst many bottom up initiatives have been short lived. Neither approach is suitable on its own to deliver regeneration in Bolsover; but as the public sector resources dwindle and communities increasingly deliver ground breaking projects and services, they should be invited as partners to deliver place based regeneration: two hands clapping to support long term transformation.

A key principle of the vision is to share the task of delivering the regeneration. This would be achieved through embracing collaborative practices between the Council and local communities to develop physical assets through new community based organisations such as the Cooperative Land Trust, Community Development Trusts and community asset transfers. These organisations utilise the existing civic networks and skills to build on a host of existing community based initiatives.





Urban personal transportation



Carport solar structure



Cargo bikes: a light and healthy alternative



Modular Home Factory



New types of workspace



Affordable ecological co-housing



Cumberland Market allotments



Crowle Market Place - Bauman Lyons Architects



Crowle Market Place - Bauman Lyons Architects

# CROSS CUTTING THEMES

'Sharing Bolsover' is underpinned by three district wide strategic themes: Connect, Diversify and Enhance. These are supported with a proposed framework of short, medium and long term place specific projects. The Regeneration Framework for each service centre consists of an 'ecology' of capital and revenue projects of various levels of complexity ranging from the fine grain, small and easy to deliver, to large scale flagship projects with longer delivery periods. A variety of delivery mechanisms and funding sources is envisaged.

## CONNECT

Sustainable connectivity across the District, especially between the villages and the towns is poor. A major theme of this Regeneration Framework is to support the existing and ongoing plans for a District wide network of greenways that improves the quality of key environmental assets and the image of the District, whilst improving connectivity. There are a number of former mineral railway corridors across the District that have potential to be re-used for green transport. This could reactivate old transport routes to provide an attractive tourist offer that links the District's key visitor attractions and encourages visitors to stay longer and spend more in the District. This green movement network could also provide a recreation opportunity for local people and very importantly, it should be considered as a healthier and more sustainable day-to-day alternative to on-road connections between and within the main towns and villages. This approach builds on existing projects including Derbyshire County Council's work bringing forward the Archaeological Way through Pleasley and other planned and ongoing upgrades to the existing network.

## DIVERSIFY

The District is projected to grow and strategic development site allocation identifies potential within the District for large town extensions on greenfield land. 'Sharing Bolsover' proposes to supplement these large developments with a fine grain of smaller development sites on infill and brownfield land, reusing empty properties and upper floors, diversifying types of housing ownership, and diversifying procurement methods and methods of construction.

Likewise new employment in the District has been secured over the last decade through large scale

business parks such as Markham Vale whereas the estimated 400 small businesses, and the reputedly fast growing start-ups, would also benefit from increased local authority support.

'Sharing Bolsover' proposes a new infrastructure to support these small businesses and encourage further growth of commercial and social enterprise. This requires provision of incubation spaces, move-on accommodation, co-sharing spaces, peer to peer support as well as training and business support.

## ENHANCE

Over the last two decades BDC has achieved a great rate of economic growth and this growth is projected to continue. Currently the lack of quality retail offer and choice in the town centres, the poor housing offer and the physical environment of the towns (and some of the villages) continue to negatively impact on land values and fail to attract higher value jobs and workforce.

Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting and signage to create inviting civic spaces.

'Sharing Bolsover' proposes high quality civic spaces in the heart of each of the market towns to support and grow an independent retail offer. It also identifies potential for town centre housing and spaces for social and commercial enterprise that will help to animate the centre, support strong community networks and local economies, and create a civic hub that local communities and visitors want to use.






# REGENERATION PROJECTS



Shirebrook Project Overview Map



# SHIREBROOK PROJECTS SUMMARY

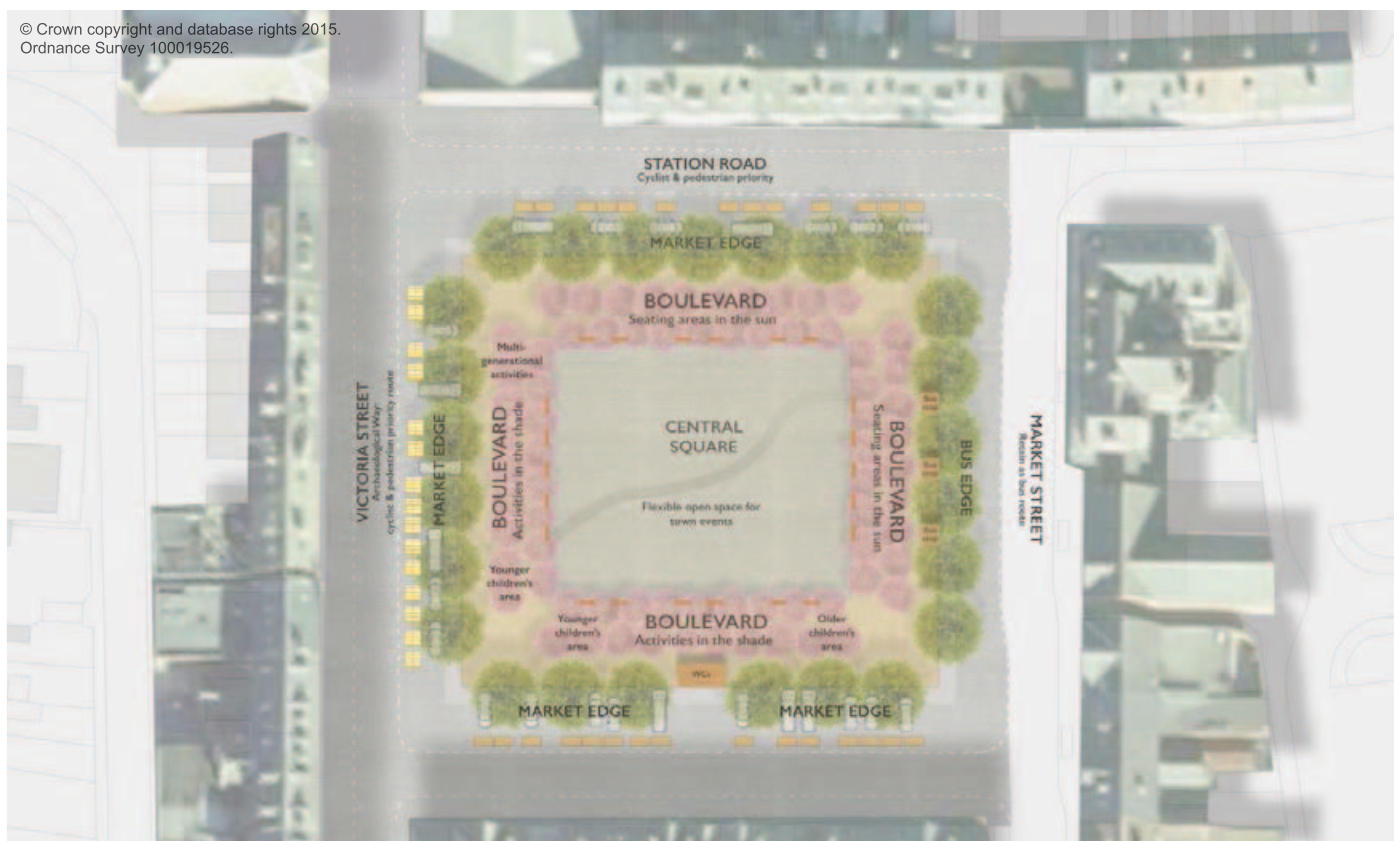
PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
SHIREBROOK TOWN CENTRE PROJECTS				
 Remodel and enliven Market Place	Public realm redesign to create more multi-functional and animated civic space that prioritises the centre as a destination offering recreation, evening economy and entertainment, not just retail.	✓		✓
 New pedestrian routes	- Route between Sports Direct and Shirebrook Town Park. - Route through Hollycroft Farm to Shirebrook Town Park. - Improved routes between the Town Centre and train station and Sports Direct utilising Sookholme Road and Hardwick Street footpath.	✓		✓
 Development of Ashbourne Street and Portland Road Site	Suggested proposals for a new mix of uses including retail, higher density housing and leisure.	✓	✓	✓
 New and enhanced Connections	Development of town links including missing links to Archaeological Way and Pleasley Vale.	✓		✓
 Main Street and King Edward Street Improvements	Long term conversion of shop units as they become available back into residential so retail is concentrated in Market Place. Narrow the carriageway to improve pedestrian movement.	✓	✓	✓
 Bring forward development of infill sites	Bringing forward small sites within the town for infill housing and co-housing focusing on good quality rental properties or a community centre for new communities and potential for developing a Park and Ride facility near the train station.		✓	
 Pleasley Vale Tourist Loop	Create links to Pleasley Pit Trail from Shirebrook Town Centre.	✓		✓
STEPPING STONE PROJECTS				
 Gateways, Margins & Verges	Community led productive greening of verges at Town Centre gateways and excess land in parks.	✓	✓	✓
 Address fly-tipping around Rainbow Park/Pit mounds	Address litter primarily caused by discarded items and packaging from retail sheds.		✓	✓
 Enhancements to alleyways leading to and from the Market Place	Improve connectivity between Market Place and new businesses/civic facilities on Patchwork Row/ Carter Lane and to the potential infill site on Ashbourne Street.	✓	✓	✓
 Support community initiatives	Support small projects initiated by active local groups particularly Shine Shirebrook.	✓	✓	✓
 Paint Market Place facades	High visual impact, potentially low cost, community led project to kick start the regeneration process.	✓		✓





Artist's impression of Shirebrook Market Place

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Ordnance Survey 100019526.



Potential new layout for Market Place - a series of layered spaces - market stalls and associated vehicles limited and concentrated around the outer edge; a boulevard ring for activities and strolling that is semi-sheltered with lines of London Plane and fruiting/flowering trees; and a flexible central 'clearing' for town events perhaps incorporating a pavement fountain and/or contemporary paving channel that interprets the historic 'Shining Brook.'





Abingdon Market Square

# I REMODEL AND ENLIVEN MARKET PLACE

All market towns, as the name suggests, have evolved around market places designed for trading. Trading has largely been replaced by retail but the market square remains and now offers the opportunity to act as a civic heart for the town and nearby villages.

Shirebrook has one of the biggest market squares in England and still hosts markets. It has the potential to be a vibrant destination point and a heart of the Town. However the market is too small to occupy the available area and despite recent environmental improvements the square is not an attractive place to dwell. There are a considerable number of independent shops around the edge of the square but their viability is undermined by retail developments elsewhere. The appearance of the surrounding buildings and the shop frontages is neglected.

The re-imagining of the square holds the potential to support, sustain and grow the independent retail sector; to transform the image of the Town and to offer a true civic heart where traditional community can come together with the new.

A major investment is recommended as small improvements will not achieve the transformational impact desired.

It is recommended that any scheme that goes ahead considers widening the footpaths along the shop frontages to allow for goods to be displayed and for cafe seating; that roads are redesigned as shared surface with pedestrian priority; that the areas of the square are layered to support a variety of activities; that tree planting is introduced to offer shade and amenity, and that the central area of the square is retained as a civic space. Consideration should also be given to creation of a water feature that celebrates the brook that runs under the square and helps to create an attraction and reasons to dwell. Furthermore all the frontages to the square should be repainted and flower displays provided- these could be early win community led projects.

## KEY ACTIONS & STEPPING STONES

**Set up project team**  
Set up cross sector project team

**Carry out detailed consultation with traders**  
Consult with market traders, exiting and potential retailers

**Commission initial design and costs**  
Consider holding design competition to raise the profile of the project

**Identify sources and apply for funding**  
Consider clustering a number of market towns project for a single major bid



(L-R) Williamson Square in Liverpool; Crowle Market Place, Lincolnshire; boules playing in a market square boulevard in Barjac, France; and contemporary tree planting with permeable surfaces. (Top) Abingdon Market Square, Oxfordshire





Wild grassland and meadow  
Unmown wild edges of Shirebrook  
Town Park would add to wildlife  
and visual richness. Manor Fields  
(above) and Deep Pits Park (above  
right), Sheffield.



Visual connection from here to Sports Direct  
sheds, and physical link to Archaeological Way.  
Potential location for 'stopping point' on route.

Potential site  
for community  
growing

SHIREBROOK  
TOWN PARK



Potential site for community orchard or allotment



Fruiting / flowering trees for  
residential streets  
Cherry blossom, Sheffield (above)

Secondary pedestrian  
route linking Rainbow  
Park to the Town Park

Potential site  
for community  
growing

RAINBOW  
PARK



Pit Park  
Accessible, diverse, amenity woodland.  
Coppiced woodland allowing  
establishment of more varied ground  
flora (far left). Exploit hilly topography  
for adventurous activities such as  
downhill biking (left).

Green Market Square  
A formal triple avenue of  
trees to line the square

MARKET  
PLACE

Portland Road  
Development Site

Routes to train station  
Repairs to walkways where  
necessary and new signage.

Train Station

New pedestrian route  
between Station Road  
and Sookholme Road via  
Hardwick Street

Routes to train station  
New lighting and signage  
and routeway surface  
upgrades to 3m wide  
multiuse standard where  
appropriate.

SPORTS  
DIRECT



Bold Orchard Avenue





Street trees in pedestrian street, Tonbridge Wells

## 2 NEW PEDESTRIAN ROUTES

A new 'green route' comprising an enhanced pedestrian route through Shirebrook, could connect key public open spaces with Sports Direct, the Market Square in the Town Centre, and the strategic greenways (via the Archaeological Way). Productive landscape, primarily trees, would structure and define this route.

The pedestrian routes should follow the sunny side of the road, street or open space. Existing trees should be retained wherever possible. Informal groves and naturalistic 'ribbons' of fruit, nut and berry bearing tree species and hedgerows could be used on residential streets and alongside the footpaths in 'Pit Park'. Species may include Crab Apple, Cherry, Plum, Hazel and Rowan. Larger species of street tree, such as Lime or Plane, could define the route through town, creating formal avenues, lines and the market 'square' (refer to Portland Road development and Market Place Key Projects). Existing tree species should be drawn upon to inform specification of new trees.

The former colliery mounds could be revitalised as 'Pit Park'; a diverse amenity woodland, offering improved routes to Sports Direct from the model village, with pedestrian lighting and considered resting spaces along the pathway from Rainbow Park and across the mounds. A coppicing regime could be introduced to some areas of this woodland to allow for a more diverse range of ground flora to establish, to produce timber, and create woodland of varying character and habitat. Unique views over the Town from the summit of Pit Park could be capitalised upon with the creation of a 'hilltop' grove of specimen trees providing a sheltered spot to rest and a destination point. New leisure and adventurous pedestrian and cycle routes could exploit the sites undulating topography.

Community allotment space or a 'forest garden' approach could be considered for areas within Rainbow Park, Shirebrook Town Park and the larger verge spaces. Biodiverse margins of unmown grassland with wildflowers and tree copses could also offer more varied wildlife habitats in these greenspaces.

A bold line or avenue of large standard orchard trees could be planted alongside Portland Drive, defining a pedestrian and cycle lane, connecting Sports Direct to the Sookholme Road off-road link.



Avenue planting defines street and pedestrian footway, Nether Edge, Sheffield





Conceptual layout for Shirebrook Town Centre





### 3 DEVELOPMENT OF ASHBOURNE STREET & PORTLAND ROAD SITE

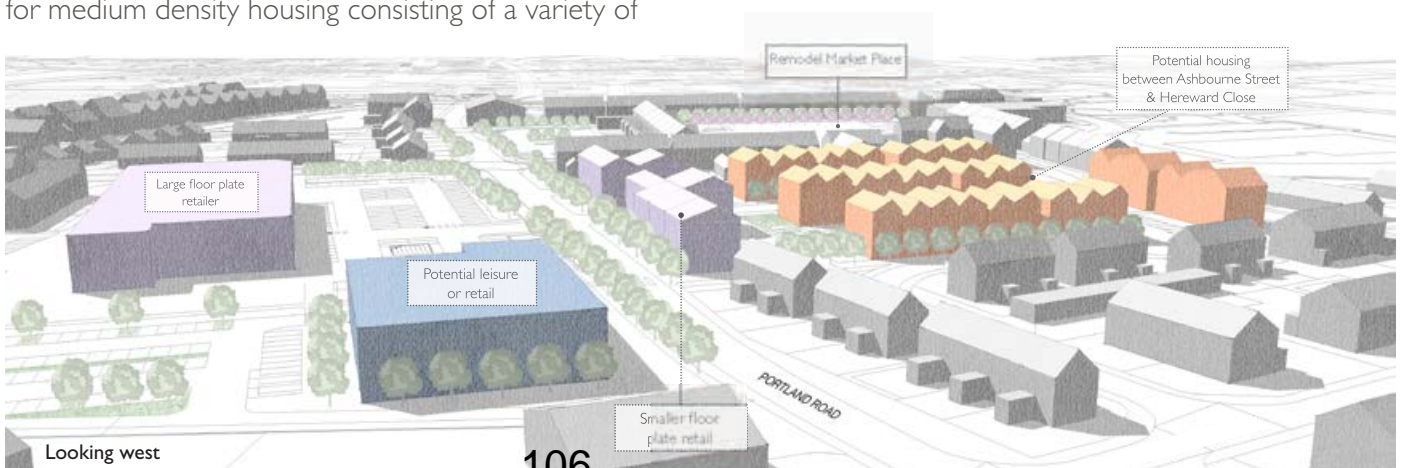
The land on either side of Ashbourne Street and the east section of the Portland Road site are publicly owned offering major development opportunities for mixed uses to support the retail core of Market Place.

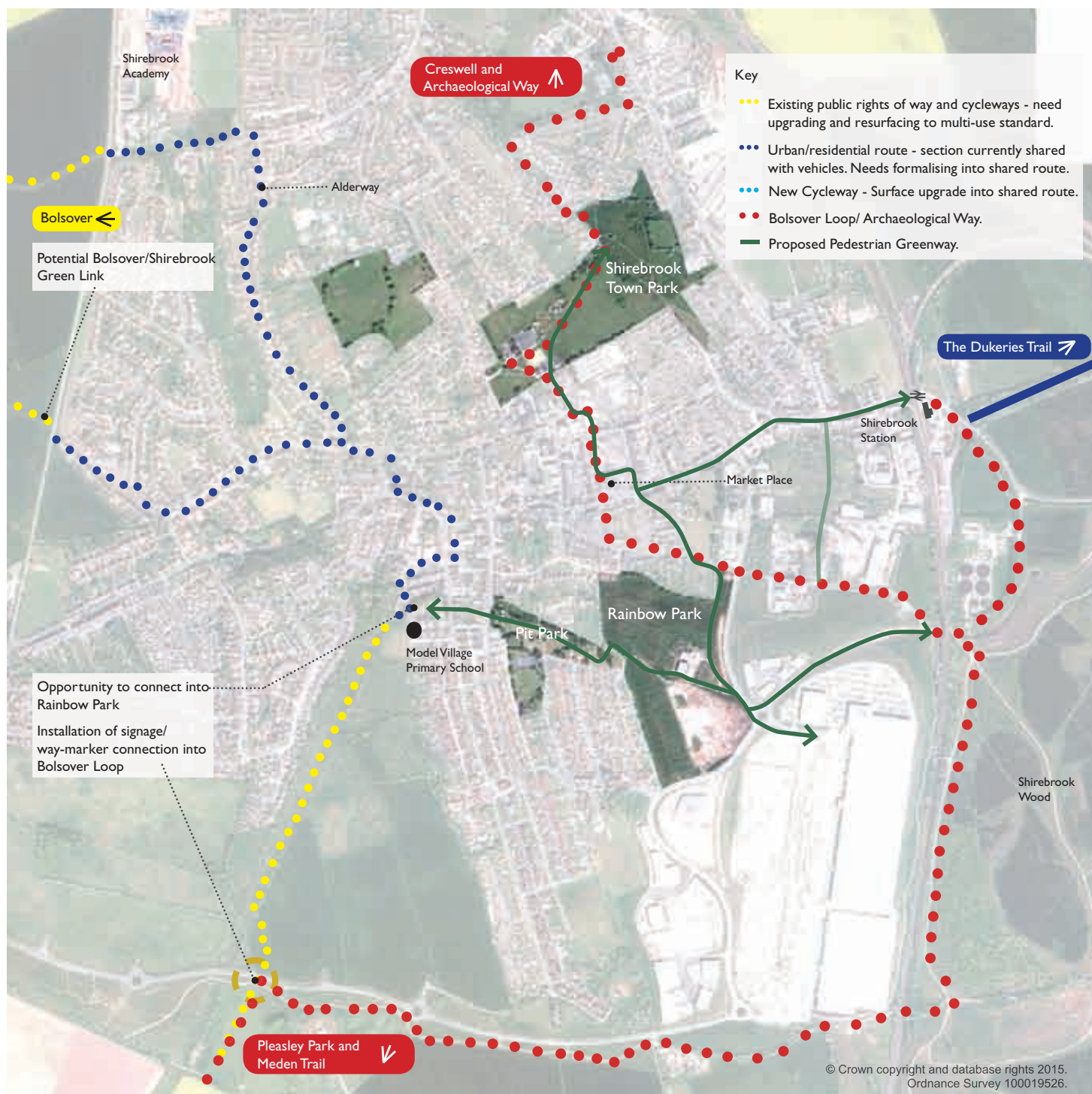
There is a demand in Shirebrook for another retail store and for rental housing. The community have also expressed wishes for a leisure offer. Large floor plate retail with associated car parking and servicing is currently proposed on the privately owned western section of the Portland Road site. It is recommended that the east side could be considered for potential leisure or retail use. These uses could be complemented by a mix of smaller retail floor plates on the opposite side of Portland Road which could densify and enliven the street frontage along this section. The new pedestrian route (Project 2) is emphasised with a hierarchy of continuous tree planting treatments. These can also act as green buffers to soften the visual impact of large scale retail/leisure facades on the market town streetscape and to subtly define public and private thresholds along residential streets. Bold landscaping can extend to functional spaces like Portland Road Car Park on King Edward Street which has the potential to be retained, reconfigured and heavily landscaped to further enhance the green character of the Town Centre.

small apartments and town houses for both private ownership and rent in order to bring increased footfall into the Town Centre. The conceptual layout suggests that open spaces like residents' car parks and amenity space, as well as service yards for retail, could be concealed within the urban block in order to maintain density and activity along street fronts and corners. Proposed massing can be defined by extending existing east-west pedestrian routes, like the Market Place ginnels, through the new development.

In the value hierarchy it is expected that residential values exceed offices, leisure and industrial uses. In order to plug the possible viability gap the Ashbourne Street sites could be considered for a demonstrator project for low carbon development with community owned renewable energy generation, off site construction methods, Connected & Autonomous Vehicles (CAVs) and integrated technologies for assisted living. Such a scheme could attract regional, national and European research funding and capital subsidies and help to raise profile of the town and position it as a place of innovation.

The two Ashbourne Street sites could be considered for medium density housing consisting of a variety of

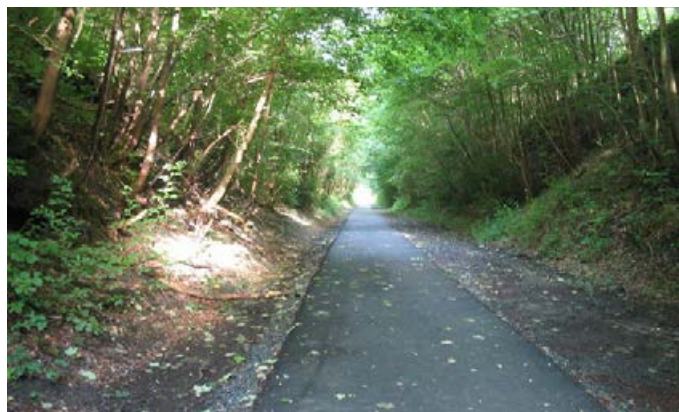




New Town Centre to Stockley Trail (Bolsover Loop) Greenway Connection



Cycleway through open landscape



New cycle path through trees





The Archaeological Way in the heart of Shirebrook

## 4 NEW CONNECTIONS TO GREENWAYS

Enhancement of the transport links between the towns and villages with a green transport network for walking and cycling is a cross cutting theme of the framework. In Shirebrook this can be achieved by implementing the 'New Pedestrian Route' through Shirebrook's plentiful green spaces.

The Archaeological Way (a section of the Bolsover Loop) runs directly through the heart of Shirebrook, and has the opportunity to become much more strongly articulated in this location, incorporating the New Pedestrian Route (see Key Project 2), and connecting Shirebrook's plentiful green spaces; Brook Park to the south, Shirebrook Wood to the east, the proposed 'Pit Park', and through to the Town Park, north of the Market Place. A major proportion of this route is traffic-free enabling safe pedestrian and cycle travel. Bolder signage (such as in-ground markers/text/symbols) could be implemented to define this major greenway through the Town Centre.

A connection from the Town Centre (and New Pedestrian Route) to Shirebrook Academy could be marked up Alder Way, with new surfacing and in-ground signage. A well-used local informal path follows a former mineral line from the back of the

Model Village Primary School south to meet Meadow Lane. This path could be formalised into a multi-user route; at Meadow Lane it meets the Bolsover Loop/ Archaeological Way, where users can then travel south, onward to Pleasley Park and the Meden Trail. At the north end, on Long Lane there is an opportunity to link this path with the proposed New Pedestrian Route, leading east to Rainbow & Pit Parks.

By developing the existing public rights of way leading west from Shirebrook, a four mile direct leisure link to Bolsover could be created. To make this into a multi-user route, the field paths and stiles/gates would have to be redeveloped, the path widened and surfaced. Clear signage could promote this link from the Town Centre and the route connects into Shirebrook's existing on-street cycleways. Surface and signage improvements to these on-street cycle routes would aid legibility.



Shared road with priority for cyclists



Cyclist friendly roundabout, Furesoe, Copenhagen



Deteriorating blank wall on Main Street.



Raised entry treatment, London.



Blank wall & gable, Victoria Street.



Wall & gable mural, Mitcham, London.

Shop front/facade improvements needed along this entire stretch including replacing shutters with high quality chain mail style shutters or developing a shutter art project. Blank walls along Main Street are particular eyesores and would benefit from being repainted in bright colours, possibly incorporating a mural or vertical planting.

New pedestrian 'raised entries' to side streets and narrowing of side road junctions will provide better quality continuous walking links along the pavements. The walkways along Main St-King Edward Street could also be resurfaced to raise the public realm quality on the way to the Market Place.

The exposed rear elevation to the car park could be animated by encouraging shopkeepers to provide access to their shops from the back. Alternatively the mesh fencing could be decorated with simple patterns to provide a tidy and colourful backdrop. Signage and other visual clues such as painted gable murals would help draw attention into the Market Place.



Gateway treatment involving artwork/ signage and productive greening to the corner verge. Improvements should also include enhancing views to Holy Trinity Church as one of the town's best assets.

Tidying up and greening of the bus shelter area including design and installing a contemporary new bus shelter. A new zebra crossing will encourage pedestrians to walk on the wider pavement on the 'town side' of the street.

The existing pelican crossing should be replaced by a toucan crossing enabling cyclists to continue without dismounting. The cycle/pedestrian link to Sookholme Road should be widened to facilitate this greenway route and the guardrails should be removed to encourage desire lines.

Subject to an assessment of car park utilisation, the King Edward St car park could be reconfigured to be more space efficient, releasing up surrounding public space.



Gateway on Holy Trinity Church corner on Main Street.



Eyesore area around the Main Street bus stop.



Potential for Victoria Street pedestrian entrance to be upgraded.





View up Main Street from King Edward Street

## 5 MAIN STREET & KING EDWARD STREET IMPROVEMENTS

The pedestrian environment of Main Street/ King Edwards Street is low grade and provides a poor initial impression of Shirebrook. A series of highway and environmental improvements are suggested to regenerate these streets.

There are many struggling shops spread along this approach. The shops should be returned to residential use which will also help to improve the vitality of the Market Square and Patchwork Row.

The pedestrian environment would be enhanced by the introduction of a 20mph speed limit throughout the Town Centre and by narrowing of side road junctions to ease crossing and slow turning traffic.

The quality of this linkage for pedestrians requires environmental improvements that could be achieved through a series of measures including a gateway treatment at the junction of Church Drive and Main Street by Trinity Church to draw the eye to the church as one of the best assets in the Town, to announce arrival in the Town Centre and getting rid of closed shutters by returning the buildings into their original residential use. Pedestrian experience should be enhanced by resurfacing footways from Church Drive junction to the Town Centre; building out footways on Patchwork Row and Sookholme Streets and providing raised

entry treatments to narrow crossings and side streets to provide better quality continuous walking links along the route; further enhancement could be offered by a new zebra crossing in the vicinity of the bus stop by the Great Northern public house; a pelican or a zebra crossing to east of Market Street/King Edward Street junction and a toucan crossing with raised treatment at the junction of Victoria Street.

Consideration should also be given to upgrading of the bus shelter opposite the closed Great Northern public house and to reconfiguring of the car park to improve the visual appearance and to reclaim some public space.

Clear signing of the Market Place as a destination should be considered from all gateways into town and way-finding to pedestrians in Ashbourne Road car park to the ginnel into Market Place; "Town Centre Parking" should also be clearly signposted on the approaches.



Shop shutters and bland streetscape quality on the Town Centre approach.



Fareham Council - West Street Environmental Improvements, before and after.





BDC & STC owned former allotment land to the west of Alder Way for potential residential development



Top Cat site (privately owned)



North eastern section of Shirebrook Town Park for potential residential development

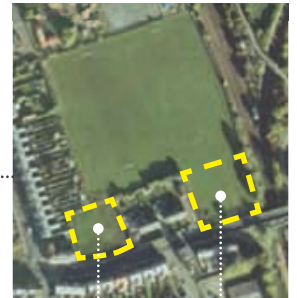
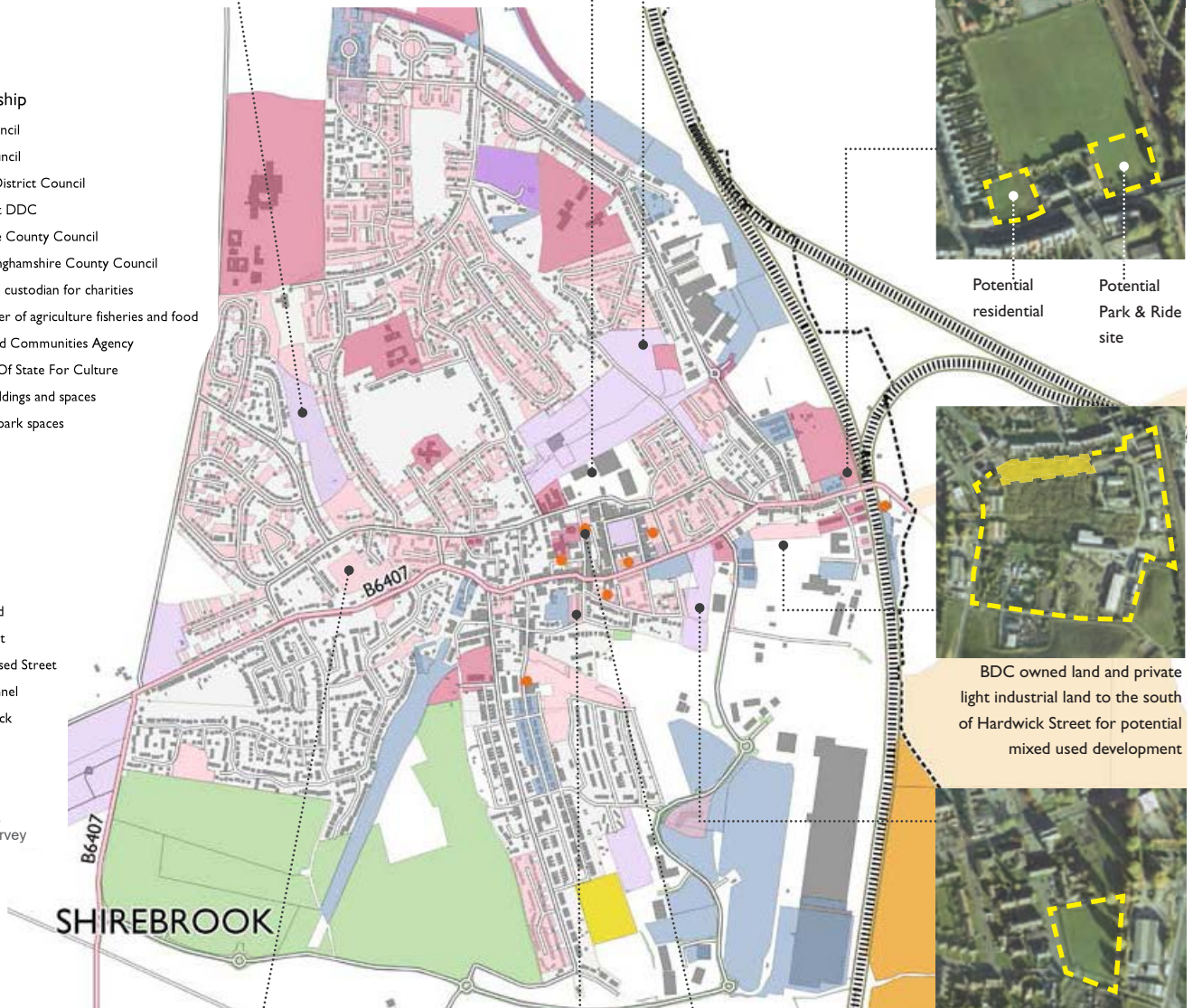
#### Public Ownership

- Town Council
- Parish Council
- Bolsover District Council
- North East DDC
- Derbyshire County Council
- The Nottinghamshire County Council
- The official custodian for charities
- The Minister of agriculture fisheries and food
- Homes And Communities Agency
- Secretary Of State For Culture
- Vacant Buildings and spaces
- Public car park spaces

#### Road levels

- Motorway
- A Road
- B Road
- Minor Road
- Local Street
- Pedestrianised Street
- RailwayTunnel
- RailwayTrack
- HS2

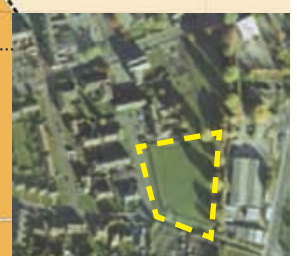
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Potential residential site and Potential Park & Ride site



BDC owned land and private light industrial land to the south of Hardwick Street for potential mixed used development



STC owned land on Portland Road site for potential residential development

BDC owned land between Carter Lane, Hilltop Avenue and Summit Drive



Long term vacant site on Hollycroft Farm (privately owned)



BDC owned 50 & 54 Patchwork Row (STC offices) and land on the east side of Patchwork Row



Map of publicly owned land (Sept 2015) and long term vacant sites. There are opportunities in Shirebrook and the other three core towns and villages for publicly owned land and long term vacant pocket sites to be brought forward for housing infill and other community uses.





Harvest Green Project by Romses Architects

## 6 BRING FORWARD DEVELOPMENT OF INFILL SITES

There are a number of vacant infill sites and buildings that could be brought forward for the development of housing schemes that would stimulate the regeneration process.

The attraction and vitality of market towns and their enduring appeal can be largely attributed to the sense of community and proximity to the countryside both of which elude city dwellers. Market town centres were traditionally mixed use with large numbers of residents living in the heart of the town.

Current shortage of family housing extends to smaller units for social housing, affordable, first time buyers, move on from first time buying, downsizers, and, particularly in Shirebrook to a shortage of rental property- all of these would be suitable for town centre and near town centre locations.

Town sites in public ownership should therefore be brought forward to supplement the supply offer. This would have the added benefits of regenerating underutilised assets, encouraging alternative modes of transport, as current car park sites are developed, and creating additional footfall to enhance the viability

of the retail and leisure sectors. Town centre housing would enhance the town offer to the residents, the villages and visitors alike.

In addition to the large development site at Portland Road, the shops on Main Street and the empty floors above shops on Market Place, other sites have been identified as potentially suitable for residential developments. These include BDC and STC owned former allotments to the west of Alder Way; BDC owned land to the south of Hardwick Street; BDC owned land between Carter Lane, Hilltop Avenue and Summit Drive; a long term vacant site on Hollycroft Farm and BDC owned property at 50-54 Patchwork Row and other parcels of land on Patchwork Row. All of these would lend themselves to diverse forms of housing developments and should be brought forward in a variety of partnerships to initiate the regeneration process.

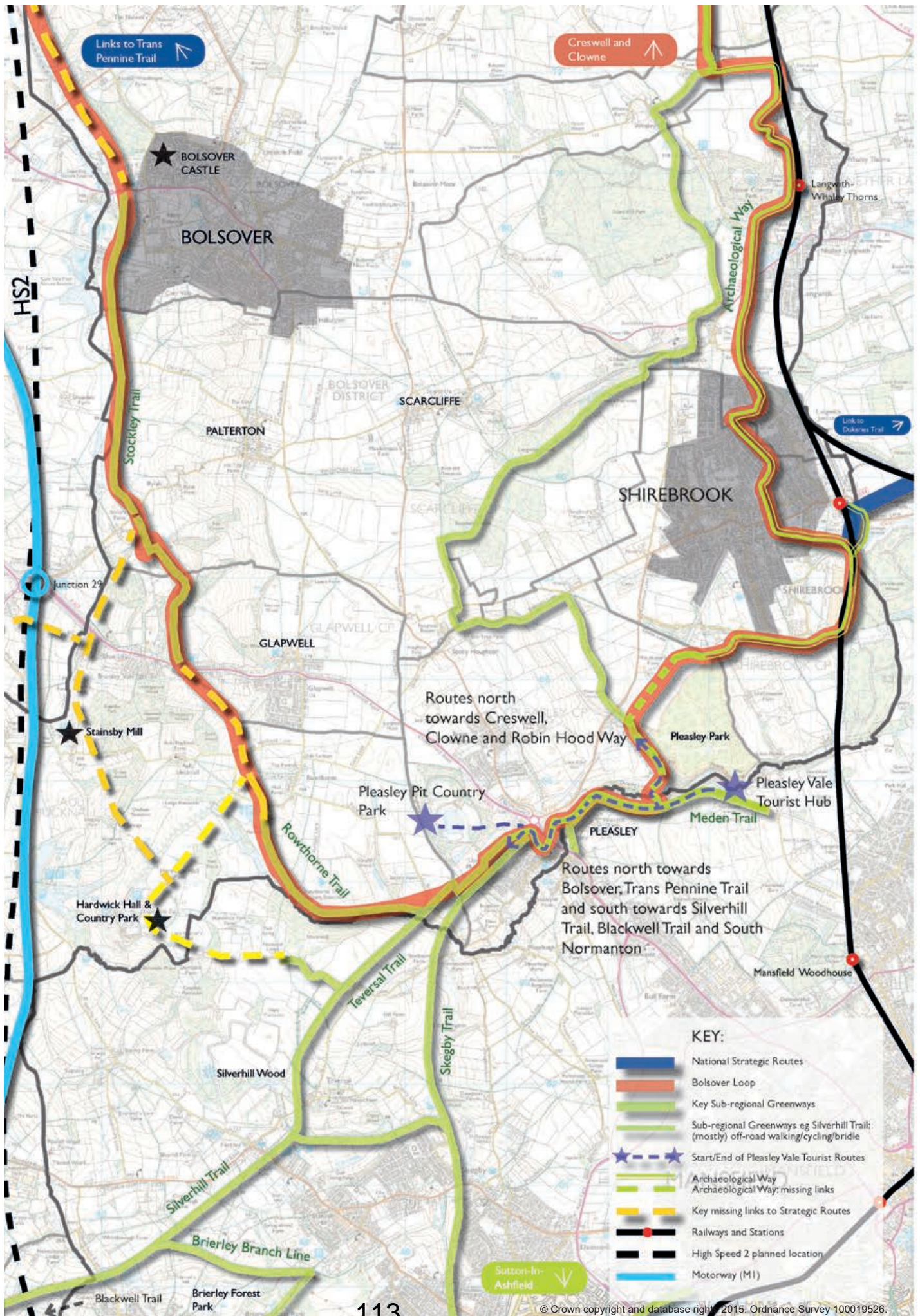


Harvest Green Project view. Romses Architects



Harvest Green Project view. Romses Architects









Pleasley Vale Mill view

## 7 PLEASLEY VALE TOURIST LOOP

A new multi-user leisure route for tourists and local visitors is proposed between Pleasley Vale transport hub for visitors and Pleasley Pit Country Park.

A new multi-user leisure route for tourists and local visitors could be created, which begins at a new hub in the striking historic Pleasley Vale Mills complex, sited in a deep wooded valley formed by the River Meden.

This main tourist 'hub', which houses cycle and e-bike hire facilities as well as places to eat, rest and play, could be located at Pleasley Vale Mills, complementing the existing provision at the Pleasley Vale Outdoor Activity Centre. The 'hub' could also include a rest area for those using the greenway network for horse riding.

The tourist route will connect Pleasley Activity Centre with Pleasley Pit Country Park. From the proposed

Pleasley Vale Tourist Loop additional route options will include the 'Bolsover Loop' and the nearby Meden, Teversal and Skegby Trails, with set distance trails marked for different users, such as young families, less experienced cyclists, mid-distance routes for leisure users and long distance routes for experienced cyclists (which could follow the full Bolsover Loop around the District).

If the proposed second sustainable transport hub at Clowne were to be implemented, one of these defined routes could consist of a one way route to (or from) Clowne, where the bikes could be dropped off and alternative transport used to get back to the starting point.



Monsal Cycle Trail











Monsal Cycle Trail

# SHIREBROOK STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. GATEWAYS, MARGINS &amp; VERGES</b> <p>Shirebrook has a wealth of green spaces which could be more productively harnessed for attractive, edible and potentially commercial small-scale growing and enterprise. Aligning with proposals for the New Pedestrian Route (see Key Project 2), 'productive landscape' could drive the development of the verge spaces, green margins and excess land in the parks for community growing of fruit trees, fruiting hedges, soft fruit, perennial/annual vegetables and herbs. These projects would support existing work by Shine Shirebrook and Rhubarb Farm, engaging new communities through social green enterprise, as well as providing edible journeys to work or school.</p> <p>The four main corner gateways into the Market Place could be highlighted with decoration/artwork to blank walls and gables. This would provide a colourful and attractive backdrop when coupled with margin and verge planting where adjacent.</p> <p>Key Partners: <i>Shirebrook Forward, Shine Shirebrook, Rhubarb Farm, Willow Tree Family Farm, local schools and gardening groups, CVP and Shirebrook Town Council, Incredible Edible Network</i></p>	✓	✓	✓
<div>   </div> <div>   </div> <div>  </div> <div>   </div>			
<b>B. ADDRESS FLY-TIPPING AROUND RAINBOW PARK &amp; PIT MOUNDS</b> <p>Successful regeneration can only be achieved from within when residents of a place take pride in it. The current heavy fly tipping has to be managed and eradicated as an early win and a symbol of changing times.</p> <p>Key Partners: <i>Shirebrook Forward, Shirebrook Town Council, Sports Direct and other large retailers</i></p>		✓	✓
<div>  </div>			



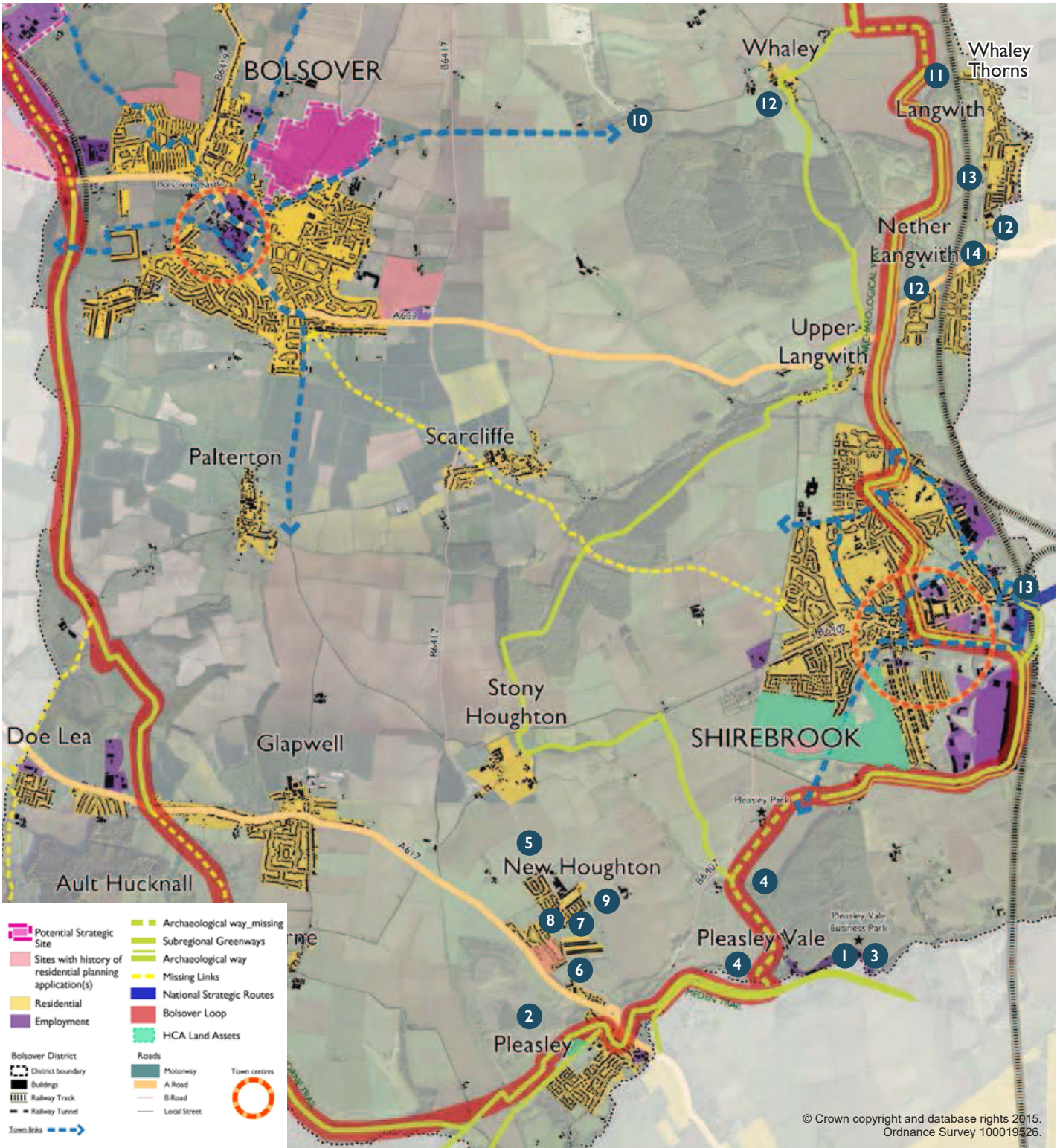
PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>C. ENHANCEMENTS TO ALLEYWAYS TO AND FROM MARKET PLACE</b>	✓	✓	✓
<p>Improve connectivity between Market Place and new businesses/ civic facilities on Patchwork Row/Carter Lane by upgrading the narrow ginnels that exist between Victoria Street (west side of Market Place) and Patchwork Row. Enhancements can include cleaning and painting wall surfaces, resurfacing the footway and providing attractive lighting.</p> <p>Key Partners: CVP, Shirebrook Forward, Shine Shirebrook, Shirebrook Town Council, local schools and youth groups, new communities, local shopkeepers</p>	  <p>Alleyway clean up project - Dalkeith Council.</p>   <p>Rochdale Bull Brow Ginnel before &amp; after.</p>		
<b>D. SUPPORT COMMUNITY INITIATIVES</b>	✓	✓	✓
<p>There is a lot of energy, initiative, delivery and good will in the community and social enterprises active in Shirebrook and the surrounding villages. These initiatives are often financially fragile but are high on social capital. These assets need to be acknowledged, valued and supported by BDC and STC to enable many of the stepping stone projects to be delivered.</p> <p>Key Partners: Shirebrook Forward, Rhubarb Farm, Shine Shirebrook, Willow Tree Family Farm, CVP</p>	  <p>Activities at Rhubarb Farm, Langwith, Shirebrook - a flourishing agriculture-based environmental social enterprise.</p>		
<b>E. PAINT MARKET PLACE FACADES</b>	✓		✓
<p>The buildings in the centre of Shirebrook are neglected and this has a detrimental effect on the image and perceptions of the town. The community has put forward an idea to repaint the main elevations to the Market Place. This could be an early low cost/high impact collaborative project with the community to kick start the regeneration process.</p> <p>Key Partners: CVP, Shirebrook Forward, Shine Shirebrook, Shirebrook Town Council, local schools and youth groups, new communities, local shopkeepers</p>	  <p>Leyton High Road shopfront improvements, before and after - Waltham Forest Council.</p>		



# VILLAGES & HAMLETS

Outlying villages and hamlets form a vital part of the district's offer and identity. It is intended that the key principles of the Regeneration Framework are applied also to these settlements to identify and inform future projects.

Furthermore it is intended that the projects put forward for Shirebrook centre will also improve facilities for all villages and hamlets that would like to use it as their service centre. Improved connectivity - including continual review/enhancement of pedestrian footways, bridleways and associated signage - is a key project in the Framework that will provide the vital infrastructure to strengthen these links between towns and their surrounding settlements.





## PLEASLEY & PLEASLEY VALE

- 1 Continue to support the Pleasley Vale Residents Association in their aspirations to improve the environs at Pleasley Vale. Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 2 Continue to support the redevelopment of Pleasley Colliery/ Pit site.
- 3 Support a long term strategy for sustainable development of Pleasley Vale, which might include a mixed economy of residential, leisure and business uses.
- 4 Complete the development of the Archaeological Way to provide an improved multi-user link between the village and the vale.



Shopfronts in Pleasley village centre.



Pleasley Colliery site.



Continue to support the redevelopment of Pleasley Colliery/ Pit.

## NEW HOUGHTON

- 5 Connect New Houghton: Investigate options for developing public transport connection for the village.
- 6 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.
- 7 Improve access to and maintenance of the Millennium Green.
- 8 Support the development of the vacant Stanton Public House.
- 9 Explore links from the village to the Archaeological Way.



Entrance to Millennium Green, New Houghton.



Support the development of Stanton Public House.

## LANGWITH & WHALEY THORNS

- 10 Long term proposals to develop innovative transport link between Bolsover & Shirebrook via Whaley and Langwith.
- 11 Complete connections from Whaley Thorns to the Archaeological Way to complete link with Creswell and Shirebrook.
- 12 Gateway improvements to enhance village identity as part of a bespoke village signage scheme with potential for the viaducts to form a distinctive feature gateway. Scheme to also to include review of street signs to minimise visual clutter and to suggest improvements to signage at train station entrance.
- 13 Install themed interpretation boards about the Robin Hood Line at Langwith-Whaley Thorns station and Shirebrook station (and Creswell and Whitwell). Further opportunity to provide improved interpretation at the Poulter Country Park/ train station entrance.
- 14 Potential for a village centre public realm improvement scheme including traffic calming, improving pedestrian priority and a shopfront improvement scheme.



Enhance village identity through gateway improvements.



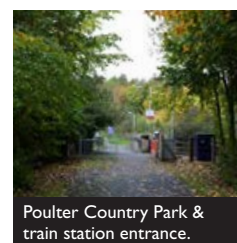
(L) Review streetsigns to minimise visual clutter.



(R) Improvements needed to station signage.



Viaducts could form a distinctive entrance.



Poulter Country Park & train station entrance.



Potential for village centre public realm improvement scheme.







## POSTSCRIPT



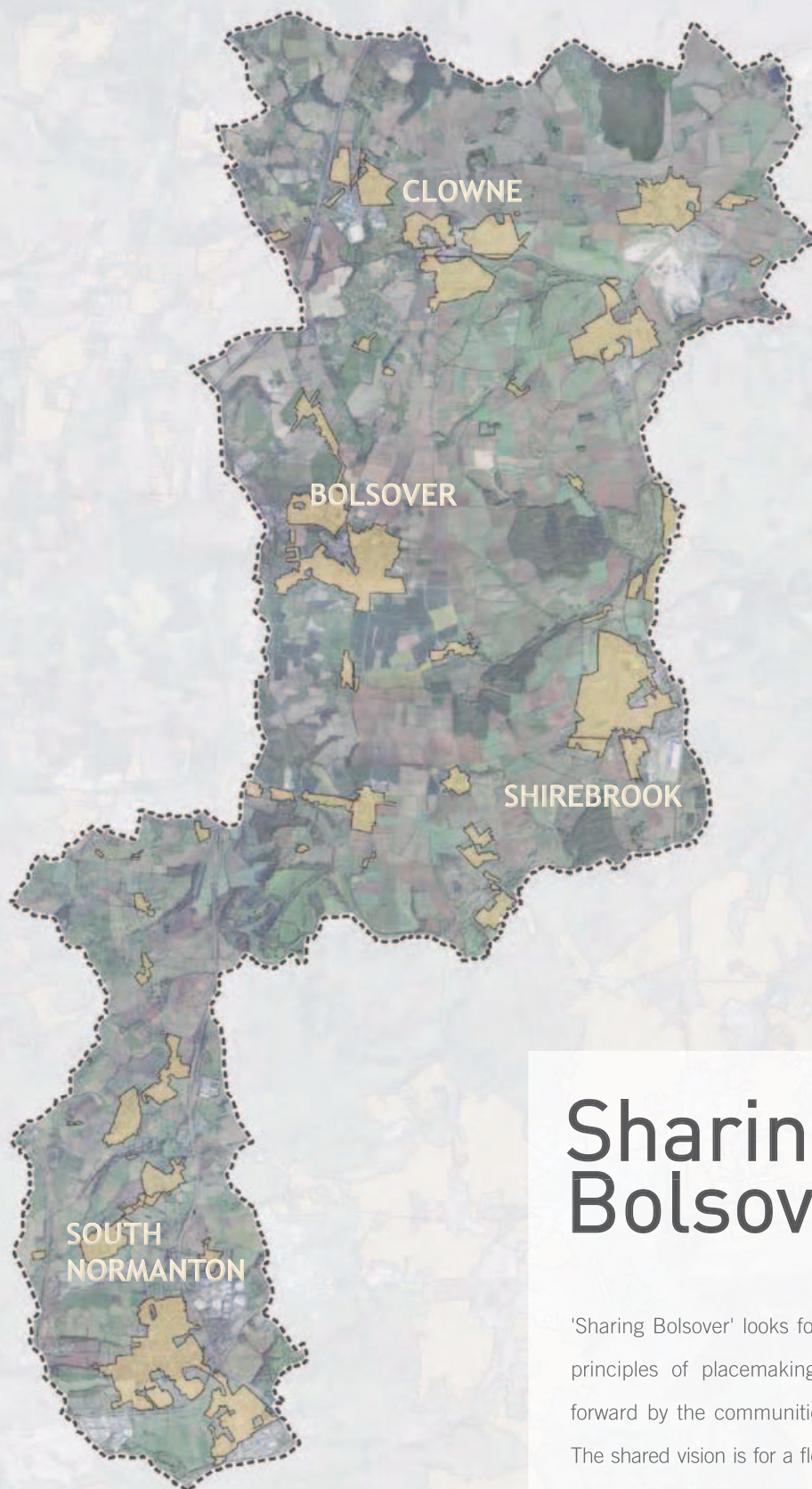
Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and village.

The 'Sharing Bolsover' Regeneration Framework has been developed and shaped by many individuals and organisations working in the district. All have given generously of their time, knowledge and ideas.

Many individuals contributed beyond what could be reasonably expected and many organisations, from all sectors, impressed with their long term commitment to making Bolsover prosper.

Bolsover District is rich in social capital and this is its greatest asset and the source of its future success. In the era of sparse public resources this is where the hope for the future dwells.

'Sharing Bolsover' belongs to the communities of Bolsover District who helped to create it.



# Sharing Bolsover!

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grain projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride.



# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

STRATEGIES FOR TOWNS AND VILLAGES



## SOUTH NORMANTON

and surrounding villages and hamlets including  
Pinxton, Blackwell, Hilcote, Newton,  
Tibshelf and Westhouses







# Sharing Bolsover!

## BOLSOVER DISTRICT REGENERATION FRAMEWORK

### STRATEGIES FOR TOWNS AND VILLAGES

## SOUTH NORMANTON

and villages and hamlets including  
Pinxton, Blackwell, Hilcote, Newton,  
Tibshelf and Westhouses

BaumanLyons  
**ARCHITECTS** CAMLIN LONSDALE



**Accend**









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# INTRODUCTION

Top: Clowne Members' Workshop, Jan 2016

Middle (L-R): Bolsover, South Normanton and Shirebrook Members' Workshops, Jan 2016

Bottom: Bolsover District Stakeholders Workshop, Feb 2016





# PREFACE



Councillor Ann Syrett

I am delighted to present to you the Regeneration Framework for Bolsover District. This work is the result of many months of consultation with community groups and organisations who share the Council's commitment to improve our town centres and key settlements.

The Framework is a building block to secure regeneration which requires public and private funding, it provides an evidence base to add weight to the Local Plan, it has raised awareness of active placemaking proposals and facilitated discussion around perception of place. Lastly, it will be used to encourage inward investment by demonstrating the Council's commitment to the District's regeneration through co-ordinated and targeted interventions.

We live in a District which has much to offer, with a rich heritage and history and a proud industrial base which has been the backbone of our economy. We also recognise that our District is changing and in order to build sustainable communities we need to work together with partners locally, regionally and nationally to achieve our collective ambitions.

I would like to thank everyone who has been involved in development of the Framework and look forward to working in partnership with you to achieve our aspirations.

**Councillor Ann Syrett**

Leader of the Council

# POLICY CONTEXT

## LOCAL PLAN & REGENERATION FRAMEWORK

As Planning Authority, Bolsover District Council (BDC) is preparing a new Local Plan for Bolsover District to replace the Local Plan adopted in February 2000. This new Local Plan will set out the Council's vision and objectives for development in Bolsover District, outlining the planned levels of growth over the next 15 years. It draws on the national and the Council's own ambitions for growth and change in the district. It translates these ambitions into a Plan to help deliver the growth the District needs whilst preserving the characteristics people value and the features they cherish. To support the preparation of the new Local Plan, the Council has also developed this Regeneration Framework for the District, focusing on its four largest settlements – Bolsover, Clowne, Shirebrook and South Normanton.

This Regeneration Framework has sought to bring together the District's local communities and the Council and its partner organisations in order to understand the making of place in a strategic and holistic manner, identifying priorities and potential projects to help foster a greater sense of place. As such, the Regeneration Framework through its development has formed an important part of the evidence base for the emerging Local Plan, informing its place specific policies and proposals in a co-ordinated manner.

## NATIONAL

### The Plan for Growth (2011)

The Plan for Growth sets out the Government's approach to growing the UK economy. Aspects relevant to Regeneration Frameworks are the ambition for investment and exports as a route to a more balanced economy through an increase in private sector employment, especially in regions outside London and the South East, and increased investment in low carbon technologies.

### The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's policies in relation to achieving sustainable development. It states that "Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise". By supporting the Council's Local Plan, this Regeneration Framework will help connect local communities' aspirations into the preparation of the Local Plan.

## REGIONAL

### Local Economic Partnerships

At the time of writing this Regeneration Framework, BDC was within two Local Economic Partnership (LEP) areas: Sheffield City Region and D2N2 (the LEP for the Derbyshire, Derby, Nottinghamshire and Nottingham areas). The LEP's 2014 Strategic Economic Plans (SEP) were the basis for their Growth Deals with central government.

### Combined Authorities

In March 2016 Bolsover District Council determined a 'preferred membership status' option in favour of becoming a constituent member of the proposed North Midlands Combined Authority and a non-constituent member of the Sheffield City Region (SCR) Combined Authority. These Combined Authorities are yet to define how to support the implementation of Regeneration Frameworks.

### Derbyshire Economic Partnership (DEP)

The DEP is a public/private sector partnership which through working together seeks to facilitate an effective and co-ordinated approach to economic development across Derbyshire. DEP's Vision, themes and objectives are set out in Derbyshire Economic Strategy Statement. Particularly relevant to Regeneration Frameworks are strategic themes of Boosting Investment and Place Making through investment in infrastructure, unlocking potential of land and property assets, attracting new businesses and increasing the vitality and viability of towns, and Fostering Enterprise and Business Growth through maximising the potential of the visitor economy and strengthening the rural economy.

## LOCAL

Bolsover District Council has developed a number of plans and strategies that provide an important context:

### Bolsover and North East Derbyshire Growth Strategy, 2014

Guiding principles of the Growth Strategy are to play to the strengths and opportunities of both districts, focus on key assets, and to involve all stakeholders and partners in developing and implementing the Growth Strategy.



## Bolsover District Council Corporate Plan, 2015-19

The plan sets out the key priorities for the Council and a vision to enhance and improve the wealth profile, well-being and quality of life for the communities of Bolsover District. The key aim most relevant for this framework is Unlocking our Growth Potential through supporting enterprise, unlocking development potential of major employment sites, and enabling housing growth by increasing the supply, quality and range of housing.

## Bolsover Green Space Strategy, 2012

The Green Space Strategy seeks to achieve, through partnership working with local communities, the provision of a well maintained, attractive, safe, healthy, accessible and valued network of green spaces across the District. It also identifies priorities for how green space should be planned and managed and those settlements where new green space is needed.

## Successful Places Supplementary Planning Document, 2013

Successful Places promotes the Council's high quality design agenda and sets out a series of Place Making Principles based upon established best practice that will be applied to both new developments and proposals to improve existing places. This guide provides the building blocks to creating better designed places to live, which are also relevant to where they are built, so that what we build today not only delivers character and distinctiveness, but the foundations for a better quality of life and well-being in the longer term.

## Sustainable Community Strategy 2013 – 2020

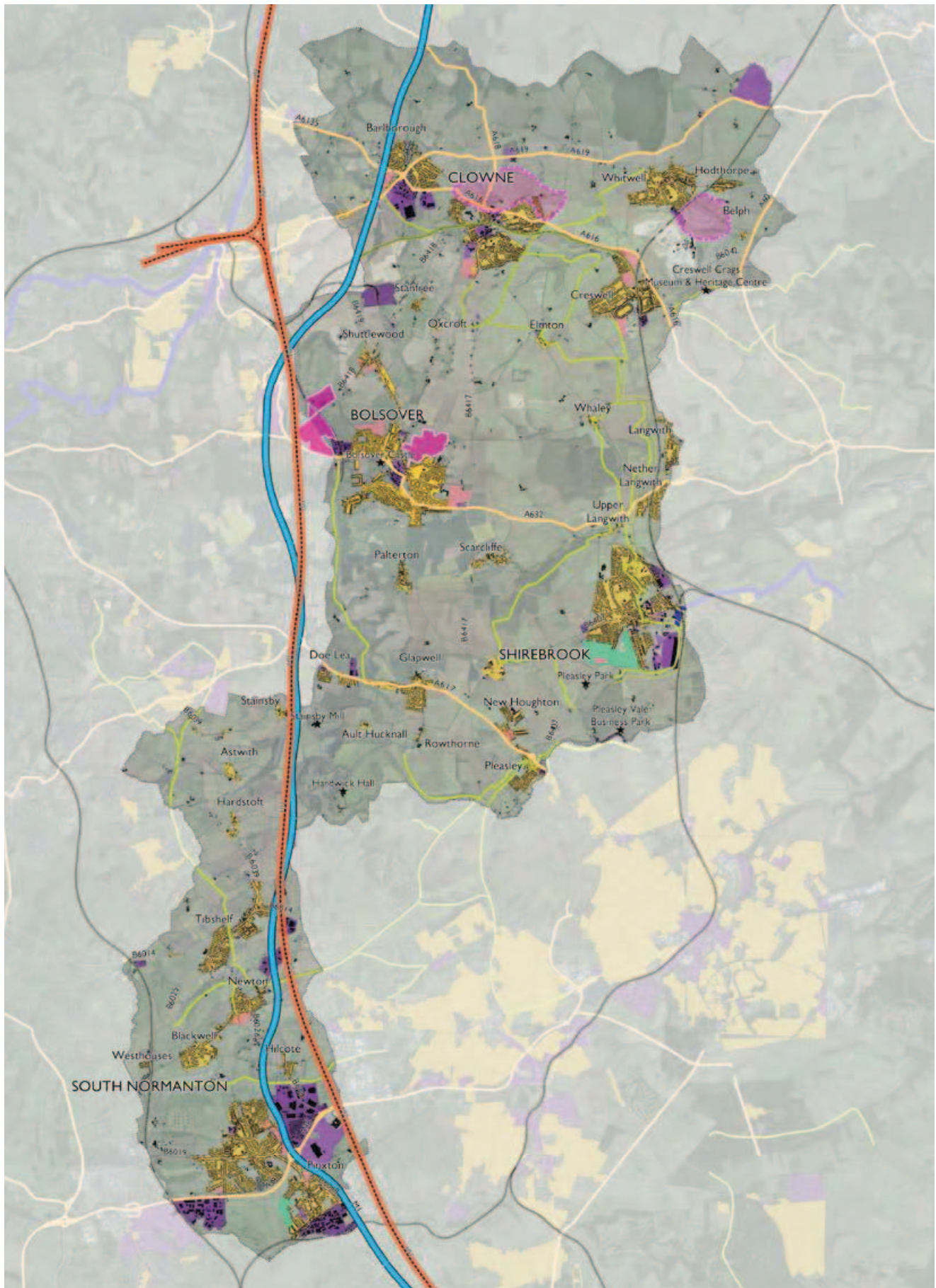
The Bolsover Partnership led Sustainable Community Strategy focuses on themes to bring together public, private and voluntary sector organisations, community groups and local people to deliver improved services and quality of life in local areas, with a view to creating a diverse, healthy, fair and prosperous district.

The Regeneration Framework links to all six priority strands within the strategy - Community Safety, Housing and the Environment, Culture and Tourism, Health and Wellbeing, Business and Employment, Accessibility and Raising Aspirations, in terms of recommending actions to benefit all the six strands.



## Bolsover District Economic Development and Housing Strategy 2015 – 2020

The strategy offers a focus to deliver both economic and housing growth together, ensuring that the limited resources of the council and its partners are targeted effectively and in a coordinated way to face local challenges and deliver against targeted priorities, one of which is realising the vitality and viability of town centres; the Regeneration Framework addresses this priority by providing a basis for town centre regeneration, facilitated by co-ordinated and targeted interventions and guided by the principles of “placemaking”, the receptiveness of citizens and physical characteristics of each discrete part of the District.



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## BOLSOVER DISTRICT IN 2033

### Key

<span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Potential Strategic Sites	<span style="border-bottom: 2px solid green; width: 20px; display: inline-block;"></span> Subregional Greenways	<span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> District boundary	<span style="background-color: #00BFFF; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Motorway
<span style="background-color: #FFDAB9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Sites with history of residential planning application(s)	<span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span> Archaeological way	<span style="background-color: black; display: inline-block; width: 15px; height: 10px;"></span> Buildings	<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> A Road
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Residential	<span style="border-bottom: 2px solid red; width: 20px; display: inline-block;"></span> National Strategic Routes	<span style="border-bottom: 1px dotted black; width: 20px; display: inline-block;"></span> Railway Track	<span style="background-color: #FFA500; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> B Road
<span style="background-color: #800080; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Employment	<span style="border-bottom: 2px dashed red; width: 20px; display: inline-block;"></span> HS2	<span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railway Tunnel	<span style="background-color: #FF69B4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Local Street
	<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> HCA Land Assets		



# VISION

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grained projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride. There are three principles that underpin the Regeneration Framework:

## BUILDING ON WHAT WE HAVE

Bolsover District is undergoing dynamic change. The proximity to the M1 corridor has been a focus of major investment that has secured economic growth. However the collapse of traditional industries such as coalmining and textiles and their attendant scars have governed the rate and distribution of economic benefits, resulting in marked contrasts between some parts of the District and others. The town and village centres seem to display these contrasts most clearly, particularly the four service centres: Bolsover, Clowne, Shirebrook and South Normanton. However the District nestles between the natural assets of Sherwood Forest and the Peak District and offers a blend of spectacular scenery and historic attractions such as Bolsover Castle, Creswell Crags and Hardwick Hall and the towns and villages have distinctive qualities, individual identities and strong communities.

Further growth is predicted. Population projections up to 2030 suggest that the populations of Bolsover will increase by 8,000 to 84,000 and the number of jobs will increase by 4,100. Building on these attributes, the strategy addresses the current weaknesses and barriers to community prosperity by recommending a range of sustainable enhancements to existing initiatives, organisations, projects and of physical and human assets.

## EMBRACING THE FUTURE

Significant global drivers of change are shaping our future: climate change, resources depletion, flattening of the global economy and the decrease in mid-level jobs are impacting on us already and will continue to do so. Local changes such as HS2, town extensions and immigration will significantly alter the geography and social profile of existing settlements. By 2033 it is likely that the culture of enterprise and start ups, often working from home but accessing global markets, will dominate the job market, whilst the decline of large supermarkets and increase in online shopping will continue to create a shift towards independent, local, distinctive retail and food economy on the high street.

Furthermore new technologies, coupled with the requirement to reduce carbon omissions, will have a fundamental impact on the way we live. By 2033 most of our energy demand will be met through renewable energy; electrically powered, silent autonomous cars will reduce the need for individual car ownership, will enable better connectivity, and will release capacity on existing networks; cycling and walking will be popular alternative modes of transport improving health and wellbeing; a host of new assistive technologies will help people to stay in their communities as they grow old. These new trends are likely to enhance the desirability of living in market towns; 'Sharing Bolsover' assumes that the projected economic growth will improve the viability and desirability of its towns and villages and it therefore suggests a dual approach of building on what we have combined with bold innovations.

## TWO HANDS CLAPPING: CO-PRODUCING REGENERATION

It is increasingly recognised that many of the 'top down' strategies have not delivered sustainable regeneration, whilst many bottom up initiatives have been short lived. Neither approach is suitable on its own to deliver regeneration in Bolsover; but as the public sector resources dwindle and communities increasingly deliver ground breaking projects and services, they should be invited as partners to deliver place based regeneration: two hands clapping to support long term transformation.

A key principle of the vision is to share the task of delivering the regeneration. This would be achieved through embracing collaborative practices between the Council and local communities to develop physical assets through new community based organisations such as the Cooperative Land Trust, Community Development Trusts and community asset transfers. These organisations utilise the existing civic networks and skills to build on a host of existing community based initiatives.

## CONNECT



Urban personal transportation



Carport solar structure

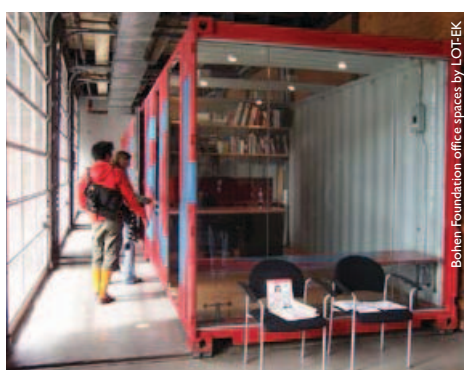


Cargo bikes: a light and healthy alternative

## DIVERSIFY



Modular Home Factory



New types of workspace



Affordable ecological co-housing

## ENHANCE



Cumberland Market allotments



Crowle Market Place - Bauman Lyons Architects



Crowle Market Place - Bauman Lyons Architects



# CROSS CUTTING THEMES

'Sharing Bolsover' is underpinned by three district wide strategic themes: Connect, Diversify and Enhance. These are supported with a proposed framework of short, medium and long term place specific projects. The Regeneration Framework for each service centre consists of an 'ecology' of capital and revenue projects of various levels of complexity ranging from the fine grain, small and easy to deliver, to large scale flagship projects with longer delivery periods. A variety of delivery mechanisms and funding sources is envisaged.

## CONNECT

Sustainable connectivity across the District, especially between the villages and the towns is poor. A major theme of this Regeneration Framework is to support the existing and ongoing plans for a District wide network of greenways that improves the quality of key environmental assets and the image of the District, whilst improving connectivity. There are a number of former mineral railway corridors across the District that have potential to be re-used for green transport. This could reactivate old transport routes to provide an attractive tourist offer that links the District's key visitor attractions and encourages visitors to stay longer and spend more in the District. This green movement network could also provide a recreation opportunity for local people and very importantly, it should be considered as a healthier and more sustainable day-to-day alternative to on-road connections between and within the main towns and villages. This approach builds on existing projects including Derbyshire County Council's work bringing forward the Archaeological Way through Pleasley and other planned and ongoing upgrades to the existing network.

## DIVERSIFY

The District is projected to grow and strategic development site allocation identifies potential within the District for large town extensions on greenfield land. 'Sharing Bolsover' proposes to supplement these large developments with a fine grain of smaller development sites on infill and brownfield land, reusing empty properties and upper floors, diversifying types of housing ownership, and diversifying procurement methods and methods of construction.

Likewise new employment in the District has been secured over the last decade through large scale

business parks such as Markham Vale whereas the estimated 400 small businesses, and the reputedly fast growing start-ups, would also benefit from increased local authority support.

'Sharing Bolsover' proposes a new infrastructure to support these small businesses and encourage further growth of commercial and social enterprise. This requires provision of incubation spaces, move-on accommodation, co-sharing spaces, peer to peer support as well as training and business support.

## ENHANCE

Over the last two decades BDC has achieved a great rate of economic growth and this growth is projected to continue. Currently the lack of quality retail offer and choice in the town centres, the poor housing offer and the physical environment of the towns (and some of the villages) continue to negatively impact on land values and fail to attract higher value jobs and workforce.

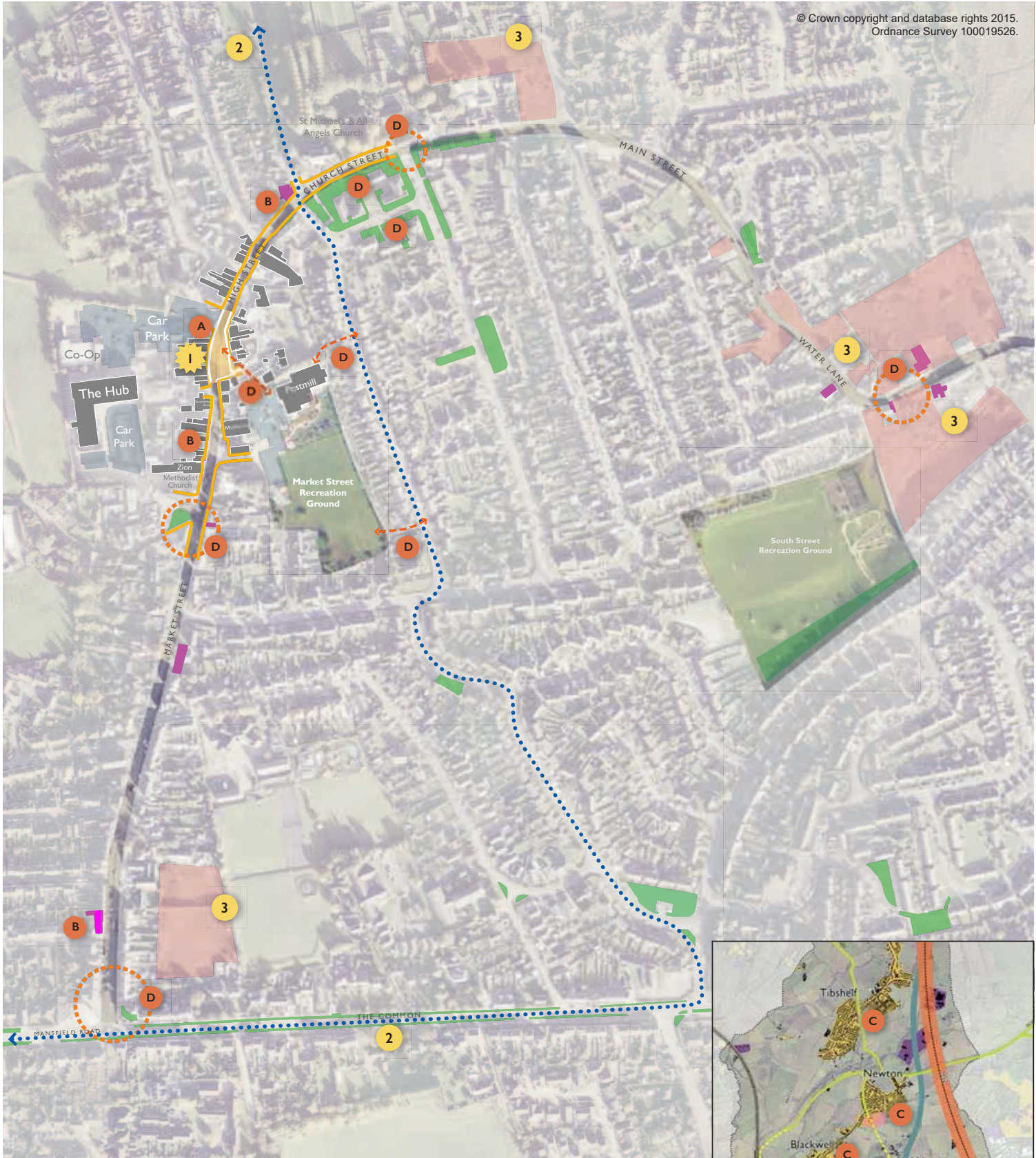
Market towns have been successfully regenerated through public investment in high quality public spaces and through the reduction of car traffic and car parking in favour of walking and cycling, handing over some of the highways space to retail and cafe tables and by enhancing the shop frontages, lighting and signage to create inviting civic spaces.

'Sharing Bolsover' proposes high quality civic spaces in the heart of each of the market towns to support and grow an independent retail offer. It also identifies potential for town centre housing and spaces for social and commercial enterprise that will help to animate the centre, support strong community networks and local economies, and create a civic hub that local communities and visitors want to use.





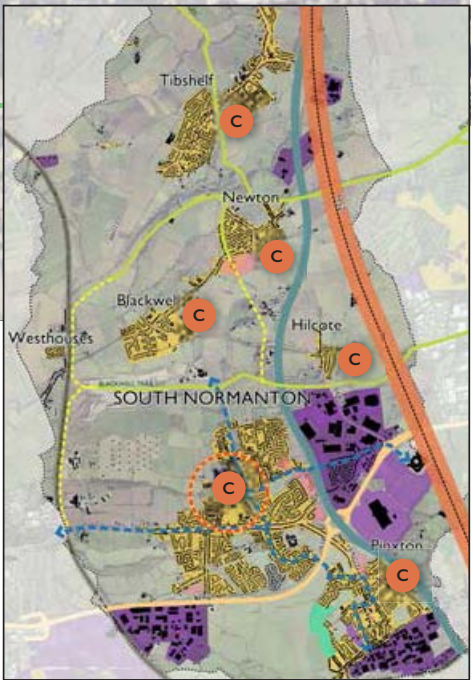
# REGENERATION PROJECTS



South Normanton Project Overview Map

MAP LEGEND

- Core area for public realm improvements
- Potential site for infill housing
- Vacant & Empty looking buildings/small sites
- Sites for greening
- Car Parks
- Gateways
- Pedestrian links
- Enhanced urban residential connection





## SOUTH NORMANTON PROJECTS SUMMARY

PROJECT NAME	SUMMARY	CROSS CUTTING THEME		
		CONNECT	DIVERSIFY	ENHANCE
SOUTH NORMANTON VILLAGE CENTRE PROJECTS				
<div>1</div> Redesign and re-establish Market Place as the heart of the Village	High priority urban design project and delivery to improve pedestrian movement and experience in the Village Centre including improved signage and replacement of the Market Place clock.	✓	✓	✓
<div>2</div> New and enhanced connections to greenways	Development of connection to Blackwell Trail and upgrades along The Common and Alfreton Road to create a 'shared route.'	✓		✓
<div>3</div> Bring forward development of infill sites	Prioritise and promote development of brownfield and long term vacant sites in the Village Centre for diverse types and scales of housing.		✓	
STEPPING STONE PROJECTS				
<div>A</div> Shopfront improvements	Trial period of no shutters on shop windows and/or pilot shutter art project. Development of design guide for shop windows and shop signage.	✓	✓	✓
<div>B</div> Empty space above shops and vacant looking units	Utilise unused shop windows as displays for new online businesses and start-ups. Refurbish suitable upper floors into residential with demonstrator project in a BDC/PC owned property.	✓	✓	✓
<div>C</div> Pilot Town Team	Greater devolution of governance to promote collective and interdependent working between neighbouring villages and Parish Councils. Initiate a 'Best Kept Village Centre' competition, share resources and solutions to challenges each village has in common.	✓	✓	✓
<div>D</div> Gateways, verges and margins	Seven sites identified at key vehicular and pedestrian entrances into the Village Centre providing opportunities for community led greening, artwork and signage. Traffic signage to be rationalised at junction of A38.	✓	✓	✓



Artist's impression of South Normanton village heart with public realm improvements



Design of Market Place on a market day (from South Normanton Masterplan Proposal 2009)



Design of Market Place on a non-market day (from South Normanton Masterplan Proposal 2009)





Belper High Street shared surface enables greater shop spill out

## I IMPROVEMENTS TO VILLAGE HEART

South Normanton has active community initiatives and an identified need for an improved village heart with a stronger retail offer and civic space designated for community events.

South Normanton enjoys the proximity of good employment areas and major transport links such as A38 and M1. As well as encouraging business to locate nearby, this has also made the area more attractive to live in, both in terms of local jobs and the opportunity to commute to other urban areas.

But the High Street has a neglected appearance, the retail offer is limited and there is a distinct lack of civic space. A makeover of the Market Place is proposed as a transformational project to establish a civic heart for the community and provide space for market and community events and improve the retail offer. This requires some of the street to be re-designed for a pedestrian friendly environment.

This transformation can be achieved with a number of small highway alterations including reducing the speed limit to 20mph throughout the Village Centre area;

resurfacing of the road throughout the central area to signify pedestrian priority; introducing shared surface for Market Place with traffic restriction; providing pedestrian 'raised entries' of side streets to provide better quality continuous walking links along the route; narrowing of side road junctions to slow traffic speeds; introduction of informal crossing points to help with slowing down traffic and aiding pedestrian crossing; maintain parking along the route to enable easy access for shoppers into shops and to act as an informal traffic calming device during shopping hours.

Consideration should also be given to provision of seats on the sunny south and west side of the Market Place. The proposals contained in South Normanton Masterplan November 2009 by Broadway Malyan are still very relevant and are reproduced here as an example of an appropriate treatment.

### KEY ACTIONS

**Consult**  
with traders on  
High Street to  
secure buy in

**Traffic movement  
Study**  
and car parking  
analysis

**Temporary  
testing**  
of shared surface  
on Market Place

**Draw up proposals**  
for full improvements  
and phased  
implementation  
programme

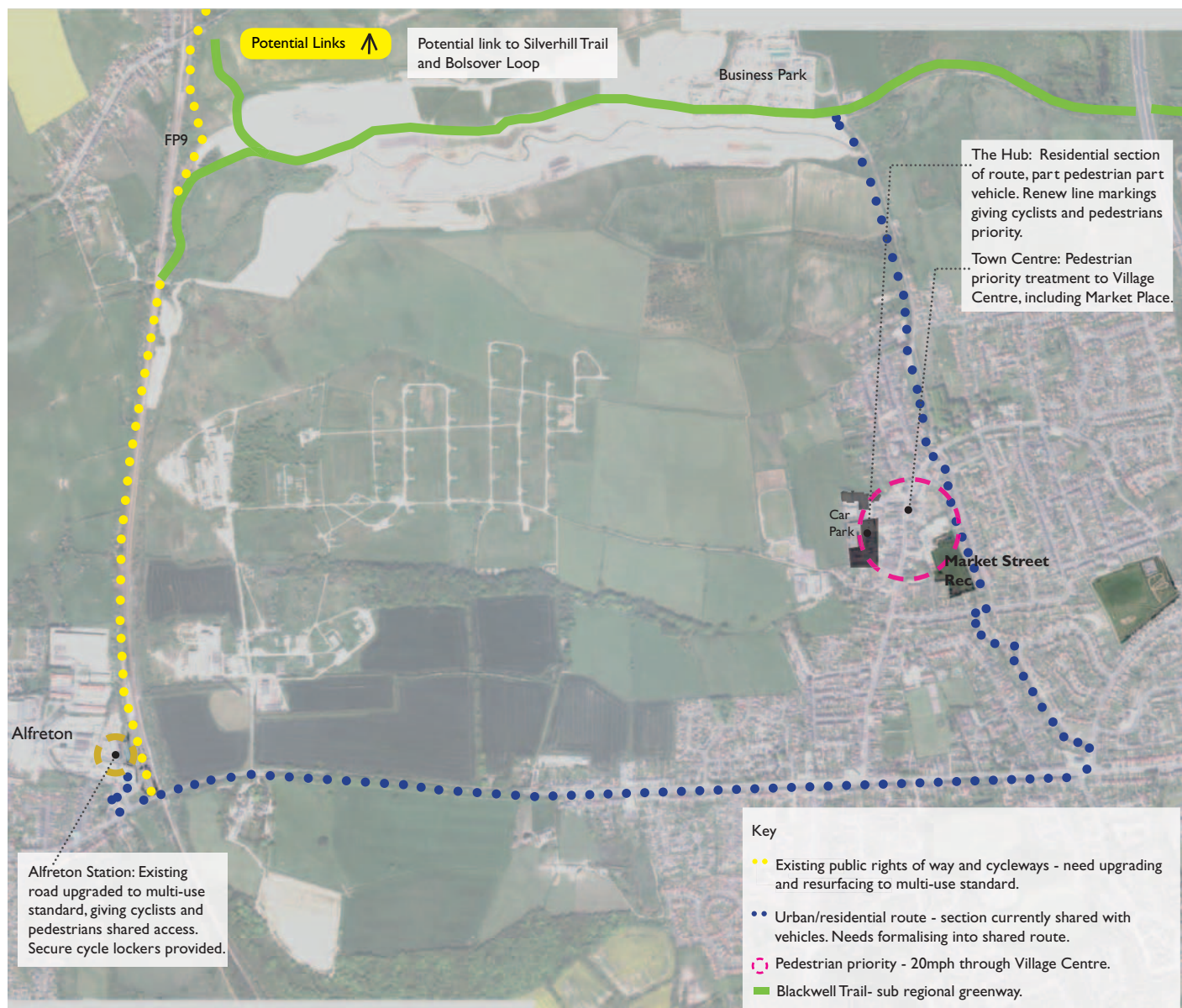


St George's Square, Hebden Bridge



Pontardawe Town Centre where the War Memorial is incorporated into a pedestrian friendly public realm scheme





New Links to existing Blackwell Trail



Cycle lockers could be provided at Alfreton Station



Consistent interpretation design for heritage trails







Cycle trail, Derbyshire

## 2 NEW CONNECTIONS TO GREENWAYS

South Normanton is not currently connected to the greenway network. A new 'green' route could offer a link between South Normanton and the Blackwell Trail to the north and Alfreton to the west.

A renewed Market Place in the Village Centre could provide a key focal/stopping point (or starting point for locals) along this route, with pedestrian links here from Downing Street via Market Street recreation ground and the Postmill Centre. The Village Centre could become pedestrian priority, with a 20mph limit for vehicles and restricted HGV movement.

A new 'green' route could clearly link South Normanton to the Blackwell Trail to the north, and Alfreton (and Alfreton train station) to the west. This route would primarily use existing roads and pavements, which would require improvement in some areas to allow access for all.

An improved pedestrian/cycle link north to the Blackwell Trail, via Fordbridge Lane, would enable long distance walkers/cyclists access to the wider

greenways network, including the Silverhill and Teveral Trails, and on to the Bolsover Loop.

Stronger sustainable movement routes between Alfreton train station and South Normanton Village Centre could pick up and integrate with some of the new verges/greening projects along The Common / Alfreton Road / Mansfield Road (refer to Stepping Stones projects). This road, as it leaves Alfreton to the east, is a fast moving, narrow country road bounded by trees and hedgerow, with a pavement on one side. There is also an unsurfaced path running parallel to this road for a section of it, through woodland; this route should be investigated and potentially capitalised upon to create an off-road pedestrian/cycling option. The 'missing link', running north alongside the railway line from Alfreton train station, could connect with the Blackwell Trail and form a South Normanton local 'leisure loop.'



Cycleway in Amsterdam



Shared space in Pittsburgh, USA





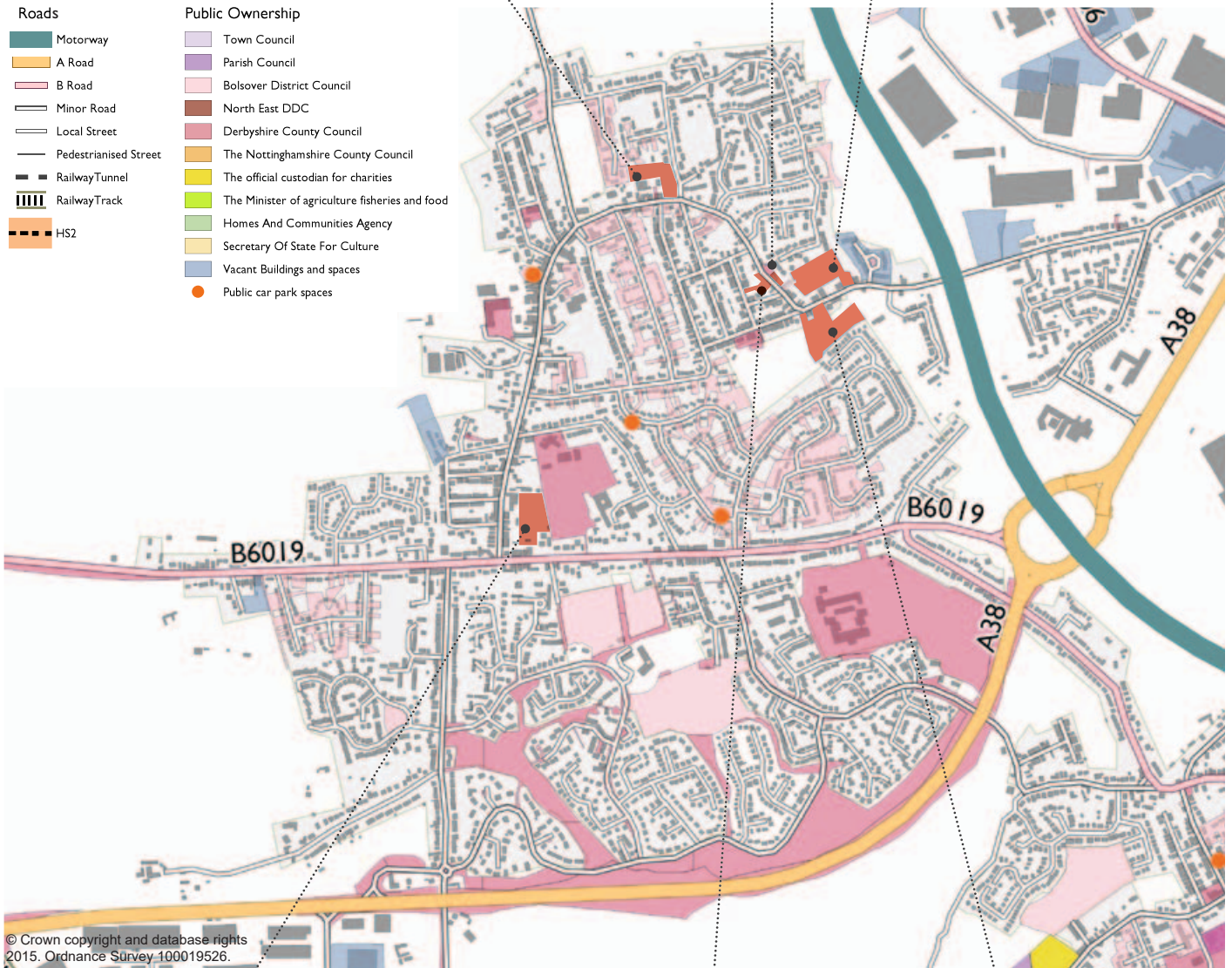
Land on corner of Church Street/Sporton Lane



BDC owned land on Water Lane including no.15 & 29 Water Lane



Land north of Water Lane



Land between Market Street and The Common



Land to the west of Water Lane



Land to south of Water Lane



**Main image:** Map of publicly owned land (as of Sept 2015), long term vacant sites and private sites with potential for infill housing.

There are opportunities in South Normanton and the other three core towns/villages for publicly owned land and vacant pocket sites to be brought forward for housing infill.





Infill housing scheme by 3D Architects

### 3 BRING FORWARD DEVELOPMENT OF INFILL SITES

There are a number of vacant infill sites and buildings that could be brought forward for the development of housing schemes that would stimulate the regeneration process.

The attraction and vitality of market towns and their enduring appeal can be largely attributed to the sense of community and proximity to the countryside both of which elude city dwellers. Market town centres were traditionally mixed use with large numbers of residents living in the heart of the town.

An issue for South Normanton in particular is the existence of the explosives and chemical company site to the north west of the village. Due to the hazardous nature of substances stored, it has been necessary to avoid residential development to the west of the centre. This has skewed growth away from the centre itself and large housing sites are not easily available. However small infill sites close to the Village Centre can facilitate provision of diversified housing offer such as social housing, affordable, first time buyers, move on from first time buying, downsizers, older

persons' housing, one person householders and rental markets- all of these would benefit from Village Centre locations. Village Centre sites in public ownership should therefore be brought forward to supplement the supply offer. This would have the added benefits of regenerating underutilised assets, encouraging alternative modes of transport if underutilised car park sites are developed and creating additional footfall to enhance the viability of the retail and leisure sectors. Centrally located housing would enhance the village offer to the residents, the surrounding settlements and visitors alike.

There are a number of potential sites in South Normanton including pockets of land on Water Lane, land on the corner of Church Street and Sporton Lane and the land between Market Street and The Common. Some of the sites are in multiple ownership and may require innovative approaches to site pooling.

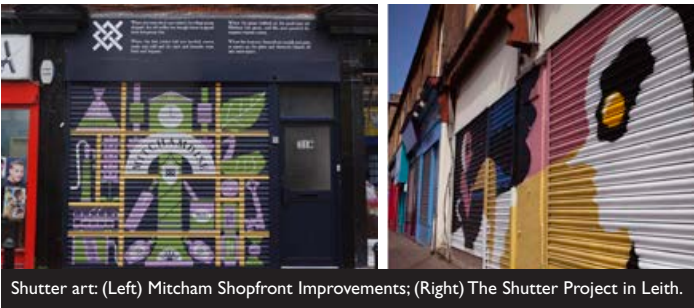





Infill housing by Mea Architects



Infill housing by Mea Architects

# SOUTH NORMANTON STEPPING STONE PROJECTS

PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>A. SHOPFRONT IMPROVEMENTS</b>	✓	✓	✓
<p>Trial period with no shutters and reserve fund to repair any broken windows. Depending on the outcome of this, a shutter artwork project could be proposed perhaps in collaboration with Junction Arts. Shutters could also be replaced by high quality chainmail shutters.</p> <p>A design guide can set up recommended proportions and size of new signage and lettering in South Normanton to raise visual quality and limit over-dominance of signs in the Village Centre. Elements of the design guidance could be incorporated into Advertisement Consent policy.</p> <p>Set aside a small fund for priority shops. Identification of priority shop facades which are deteriorating and implementation of painting/cleaning.</p> <p>Develop policy whereby no new take-aways are allowed to open on Market Place due to closed for business effect during the day.</p> <p>Key Partners: SNAP Development Project, Junction Arts, local shopkeepers, NISA Local, CVP, South Normanton Parish Council, BDC.</p>	 <p>Shutter art: (Left) Mitcham Shopfront Improvements; (Right) The Shutter Project in Leith.</p>  <p>Mitcham Shopfront Improvements: Signage and rebranding project for local businesses led by Studio Weave.</p>		
<b>B. EMPTY SPACE ABOVE SHOPS AND VACANT LOOKING UNITS</b>	✓	✓	✓
<p>Work with owners of buildings that look empty (but may be used for storage) to create shop windows for local online businesses. Refurbish suitable upper floors into residential with demonstrator project in a BDC/PC owned property.</p> <p>Key Partners: SNAP Development Project, Groundwork Crestra, local shopkeepers/property owners in village retail centre, CVP, SNPC, BDC.</p>	 <p>Shopfront and upper floor refurbishments in Ilkeston, Derbyshire, before and after. The project was managed by the Erewash Partnership, Erewash Borough Council and English Heritage.</p>		
<b>C. PILOT TOWN TEAM</b>	✓	✓	✓
<p>Greater devolution of governance to promote collective and interdependent working between neighbouring villages and Parish Councils. Initiate a 'Best Kept Village Centre' competition. Share resources e.g. grit, soil, planting etc as well as training for Parish Clerks in the area to share solutions to challenges each village has in common.</p>	 <p>Broadstairs Town Team - a limited company and charity. The Town Team co-ordinate a range of town improvement projects including a gardening team and a painting team.</p>		



PROJECT DESCRIPTION & KEY PARTNERS	CROSS CUTTING THEME		
	CONNECT	DIVERSIFY	ENHANCE
<b>D. GATEWAYS, VERGES AND MARGINS</b>	✓	✓	✓

**The Common/Market Street Junction:** As the main route into the village from the south, bold verge tree (orchard) planting with simple signage could identify this as a principle gateway, introducing 'South Normanton'. A pedestrian focused environment could be indicated with new pavement surfacing here, along with traffic restriction signage.

**A38/Carter Lane East Junction:** The sign-posting to South Normanton on this junction is very discreet and is overwhelmed by McDonalds on the corner. Bolder, distinctive signage here and some signature tree planting would announce this as a primary route into the town.

**Water Lane Gateway:** This prominent corner, on the easterly approach to the Village Centre, should be capitalised upon as a key threshold. As a temporary site awaiting development, edges of this space next to the highway could be seeded as vibrant wildflower meadow or used for productive community growing space. Future new development in this location should consider the streetscape on this corner as a gateway, providing strong frontages and accommodating space for distinctive street tree planting, linking to species planted at other key nodes around the Village.

**Shiners Way/Market Street Junction:** To announce arrival into the Village Centre and pedestrian priority, a change in surface treatment and productive greening could be adopted here. The triangular verge space next to The Clock Inn could be developed into a plot for community-led growing. Small corner plots like this could accommodate large perennial and 'architectural' vegetables alongside bold flowers, to surprise and delight; e.g. sunflowers with globe artichokes, rainbow chard and rhubarb.

**Link to Postmill Centre from Market Place:** The garages in this location could be demolished to open up a new, direct and legible pedestrian link from the Market Place to the Postmill Centre. A consistent paving surface could be used to demarcate this route.

**Pedestrian links from Downing Street to Recreation Ground/Postmill Centre:** These narrow public rights of way could be highlighted with new paving surfacing which could extend over the pavement to Downing Street, and improved integrated way-marking.

**Church Street wide verges and other verges and 'margin' spaces:** The long runs of under-utilised roadside verge (e.g. along The Common) and large unused neighbourhood greens could be planted with lines or grids of orchard trees and fruiting shrubs (such as currants and raspberries), and/or wildlife and aesthetically-rich wildflower meadows. Annual flower species could be included for high impact first-season colour and provide companion planting for the crops.

Meanwhile uses for long term empty sites and excess spaces in village parks may include community owned allotments/small holdings, growing crops and flowers which may be sold as part of a social green enterprise project.

*Key Partners: South Normanton Parish Council, SNAP Development Project, Groundwork Crestra, local gardening groups, local schools and other community groups, BDC.*



Meadow planting for Water Lane gateway.



Sunflower planting to disused verge, Lambeth.



Structural and edible verge planting e.g. globe artichoke.



Resin bound surface for narrow pedestrian links.



Community orchard.



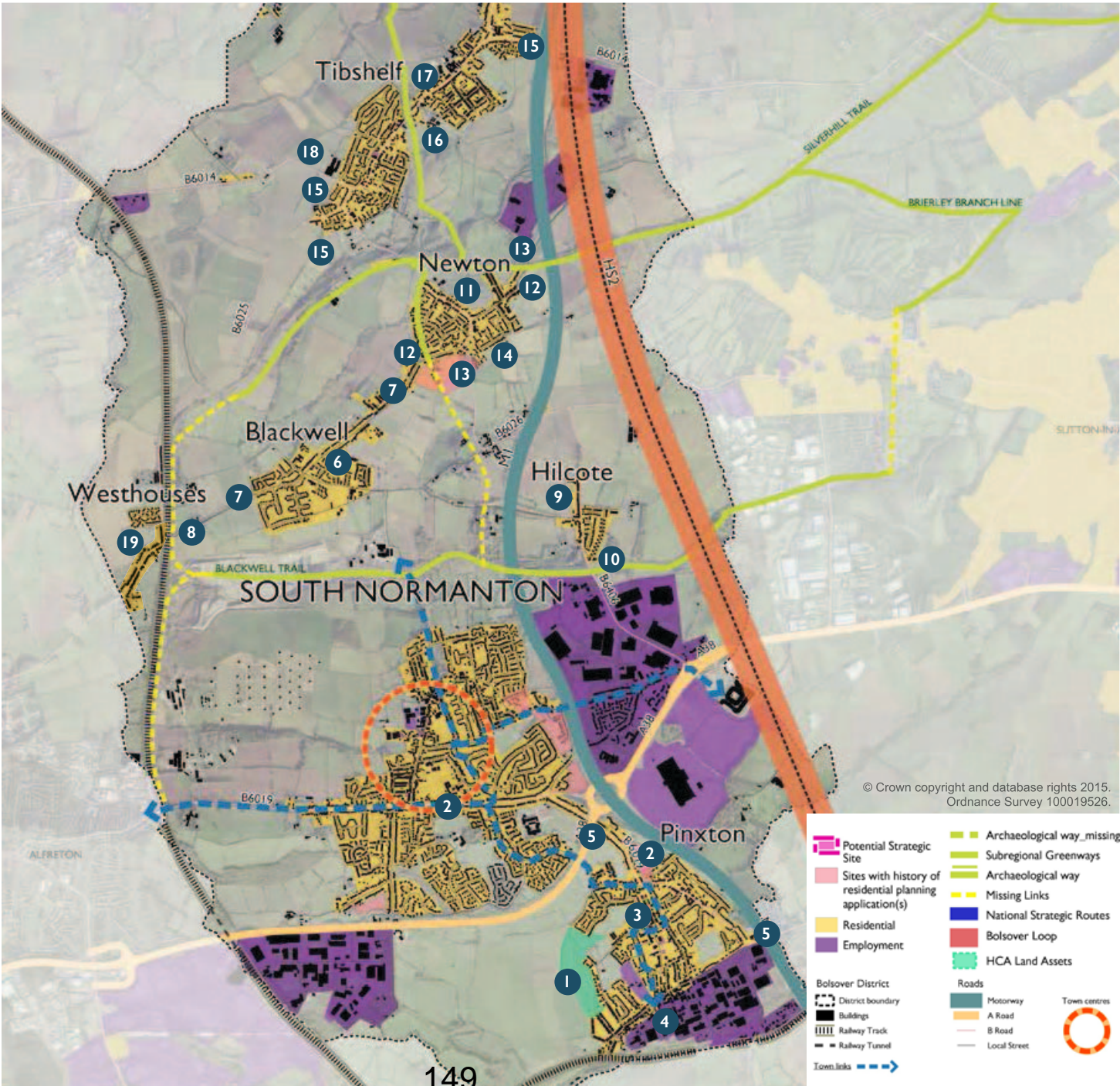
Meadow planting to verges and other margin spaces.



# VILLAGES & HAMLETS

Outlying villages and hamlets form a vital part of the District's offer and identity. It is intended that the key principles of the Regeneration Framework are applied also to these settlements to identify and inform future projects. Improved connectivity - including continual review/enhancement of pedestrian footways, bridleways and associated signage - is a key project in the Framework that will provide the vital infrastructure to strengthen links between South Normanton and its surrounding settlements. Specific projects have been identified by the community that illustrate application of these principles

such as needing to improve mobility access to Blackwell which currently does not have any pedestrian footpath connection to South Normanton and providing active support to successful community led initiatives by organisations such as SNAP who are making impact on the ground through their settlement based projects. Further support should be offered to enable the four Parish Councils to work more closely together with particular consideration to form a Town Team to build on the extensive community led activities and encourage co-ordinated and inter-dependent working between villages.





PINXTON	
<ol style="list-style-type: none"> <li>1 Kirkby Road site – support HCA to develop their site and ensure that this is an integral part of the village.</li> <li>2 Pilot a South Normanton-Pinxtown Town Team, which could: <ul style="list-style-type: none"> <li>- Support the growth of independent retail trade.</li> <li>- Enhance green space and public realm.</li> <li>- Create new focal elements to enhance local distinctiveness.</li> </ul> </li> <li>3 Improve security, signage and environment.</li> <li>4 Explore potential to complete the Erewash Trail, through Pinxtown, and link with the Blackwell Trail, subsequently linking with the Phoenix Greenways.</li> <li>5 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> </ol>	 <p>Enhance green spaces such as play areas in Pinxtown.</p>  <p>Improve gateway appearance through bespoke signage scheme.</p>
BLACKWELL	
<ol style="list-style-type: none"> <li>6 Improve access: Improve mobility access in the villages - for example Blackwell has no dropped kerbs and there is no footpath connection to South Normanton via Blackwell Hill.</li> <li>7 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> <li>8 Improve greenway links.</li> </ol>	 <p>Improve gateway appearance through bespoke signage scheme.</p>
HILCOTE	
<ol style="list-style-type: none"> <li>9 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> <li>10 Improve greenway links.</li> </ol>	
NEWTON	
<ol style="list-style-type: none"> <li>11 Joint purchasing with South Normanton, Blackwell and Pinxtown: The four Parish Councils to form a single forum for joint purchasing of items such as rock salt and compost, and for joint initiatives such as litter picking.</li> <li>12 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> <li>13 Support improvement to the Newton Links and connectivity to the Phoenix Greenways.</li> <li>14 Support the improvement of the play area at Parish Ground.</li> </ol>	 <p>Support improvement of the play area at Parish Ground.</p>
TIBSHELF	
<ol style="list-style-type: none"> <li>15 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> <li>16 Enhance Connectivity to the Phoenix Greenways.</li> <li>17 Acknowledge and enhance the local vernacular architecture that defines the history of the village, through a programme of village improvements, such as: <ul style="list-style-type: none"> <li>- Village Centre facelift – improve properties and shop front programme to enhance the Village Centre.</li> <li>- Support redevelopment of the Village Hall.</li> </ul> </li> <li>18 Support highway initiatives to improve accessibility to the school.</li> </ol>	 <p>Improve shopfronts in the Village Centre.</p>  <p>Enhance local vernacular architecture and character.</p>
WESTHOUSES	
<ol style="list-style-type: none"> <li>19 Gateway improvements to enhance village identity as part of a bespoke village signage scheme.</li> </ol>	





## POSTSCRIPT



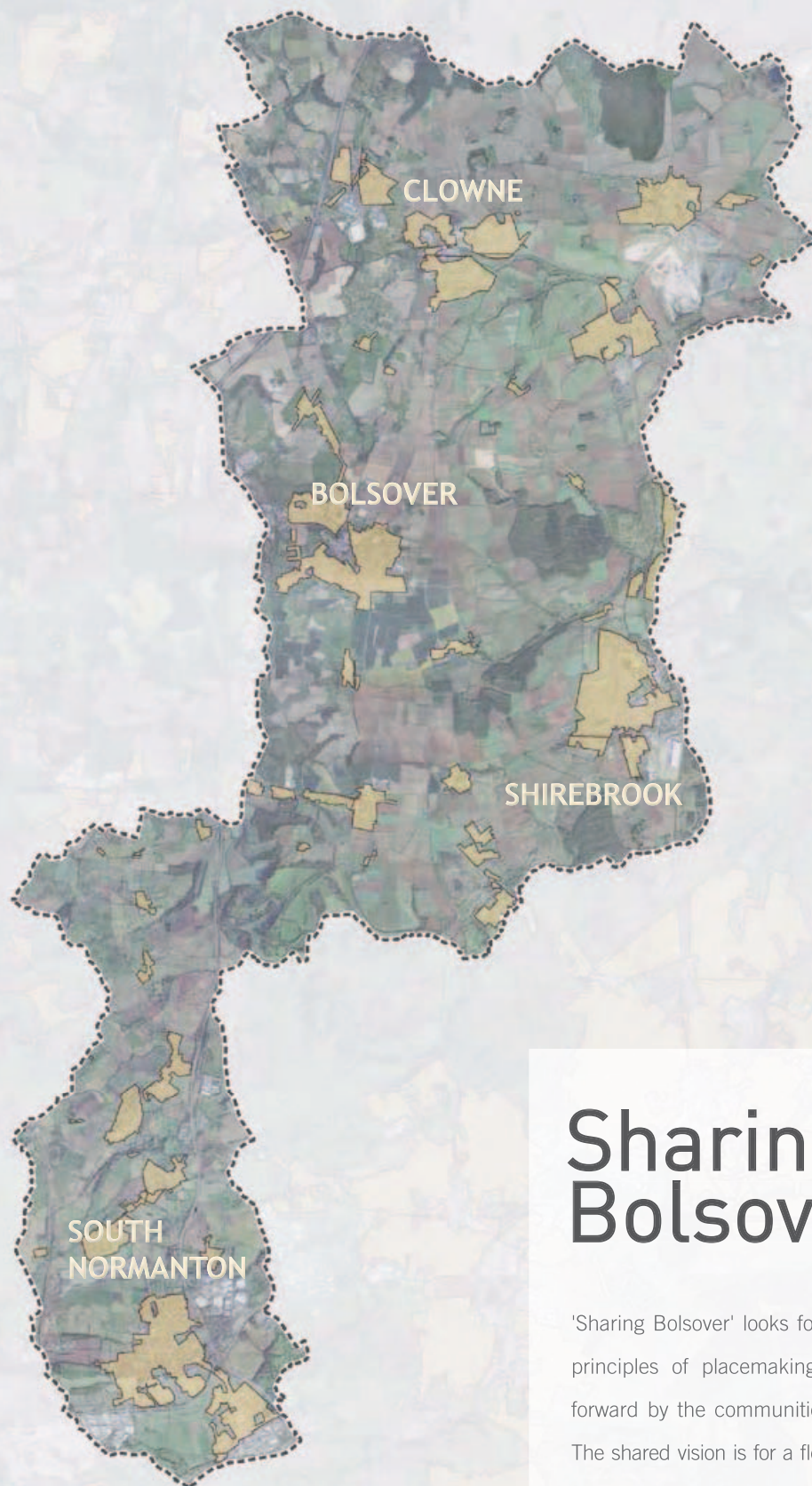
Regeneration Frameworks have traditionally been devised at arm's length from the very communities for whom they are intended. To be successful, regeneration has to be rooted in local knowledge and the understanding of the needs, the qualities and the place specific opportunities of each unique town and village.

The 'Sharing Bolsover' Regeneration Framework has been developed and shaped by many individuals and organisations working in the district. All have given generously of their time, knowledge and ideas.

Many individuals contributed beyond what could be reasonably expected and many organisations, from all sectors, impressed with their long term commitment to making Bolsover prosper.

Bolsover District is rich in social capital and this is its greatest asset and the source of its future success. In the era of sparse public resources this is where the hope for the future dwells.

'Sharing Bolsover' belongs to the communities of Bolsover District who helped to create it.



# Sharing Bolsover!

'Sharing Bolsover' looks forward to 2033 and is guided by the principles of placemaking and the ideas and priorities put forward by the communities that live and work in the District. The shared vision is for a flexible mix of transformational and fine grain projects that will enhance the offer of the four town and village centres of Bolsover, Clowne, Shirebrook and South Normanton to strengthen their role as service centres. Proposed improvements to physical connectivity will enable outlying villages to access and benefit from these investments and to contribute to the rise of a vibrant local economy and of a shared sense of civic pride.



## **Bolsover District Council**

### **Meeting of Local Growth Scrutiny Committee on 1 August 2022**

#### **Agreement of Scrutiny Committee Work Programme 2022/23**

#### **Report of the Scrutiny & Elections Officer**

<b>Classification</b>	This report is Public
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#### **PURPOSE/SUMMARY OF REPORT**

- To provide members of the Scrutiny Committee with an overview of the proposed meeting programme of the Committee for 2022/23.

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#### **REPORT DETAILS**

##### **1. Background**

- 1.1 The main purpose of the report is to inform members of the proposed meeting programme for the year 2022/23 and planned agenda items (Appendix 1).
- 1.2 This programme may be subject to change should additional reports/presentations be required, or if items need to be re-arranged for alternative dates.
- 1.3 Review Scopes submitted will be agreed within Informal Session in advance of the designated meeting for Member approval to ensure that there is sufficient time to gather the information required by Members and to enable forward planning of questions.
- 1.4 Members may raise queries about the programme at the meeting or at any time with the Scrutiny & Elections Officer should they have any queries regarding future meetings.

- 1.5 All Scrutiny Committees are committed to equality and diversity in undertaking their statutory responsibilities and ensure equalities are considered as part of all Reviews. The selection criteria when submitting a topic, specifically asks members to identify where the topic suggested affects particular population groups or geographies.
- 1.6 The Council has a statutory duty under s.149 Equality Act 2010 to have due regard to the need to advance equality of opportunity and to eliminate discrimination.
- 1.7 As part of the scoping of Reviews, consideration is given to any consultation that could support the evidence gathering process.

## **2. Details of Proposal or Information**

- 2.1 Attached at Appendix 1 is the meeting schedule for 2022/23 and the proposed agenda items for approval/amendment.

## **3. Reasons for Recommendation**

- 3.1 This report sets the formal Committee Work Programme for 2022/23 and the issues identified for review.
- 3.2 The Scrutiny Programme enables challenge to service delivery both internally and externally across all the Council Ambitions.
- 3.3 The Scrutiny functions outlined in Part 3.6(1) of the Council's Constitution requires each Scrutiny Committee to set an annual work plan.

## **4 Alternative Options and Reasons for Rejection**

- 4.1 There is no option to reject the report as the Scrutiny functions outlined in Part 3.6(1) of the Council's Constitution requires each Scrutiny Committee to set an annual work plan.

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## **RECOMMENDATION(S)**

- 1. That Members review this report and the Programme attached at Appendix 1 for approval and amendment as required. All Members are advised to contact the Scrutiny & Elections Officer should they have any queries regarding future meetings.



**IMPLICATIONS:****Finance and Risk:** Yes ☐ No ☒**Details:**

None from this report.

On behalf of the Section 151 Officer

**Legal (including Data Protection):** Yes ☒ No ☐**Details:**

In carrying out scrutiny reviews the Council is exercising its scrutiny powers as laid out in s.21 of the Local Government Act 2000 and subsequent legislation which added to/amended these powers e.g. the Local Government and Public Involvement in Health Act 2007.

On behalf of the Solicitor to the Council

**Staffing:** Yes ☐ No ☒**Details:**

None from this report.

On behalf of the Head of Paid Service

**DECISION INFORMATION**

<b>Is the decision a Key Decision?</b> A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds:  <b>Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/></b> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i>	No
<b>Is the decision subject to Call-In?</b> <i>(Only Key Decisions are subject to Call-In)</i>	No
<b>District Wards Significantly Affected</b>	N/A
<b>Consultation:</b> <b>Leader / Deputy Leader <input type="checkbox"/> Executive <input type="checkbox"/></b> <b>SLT <input type="checkbox"/> Relevant Service Manager <input checked="" type="checkbox"/></b> <b>Members <input checked="" type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/></b>	Yes  Details: Committee Members

**Links to Council Ambition: Customers, Economy and Environment.**

All

DOCUMENT INFORMATION	
Appendix No	Title
1.	LGSC Work Programme 2022/23

Background Papers
<i>(These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Executive you must provide copies of the background papers).</i>
Previous versions of the Committee Work Programme.

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## Local Growth Scrutiny Committee

### Work Programme 2022/23

#### Formal Items – Report Key

Performance Review	Policy Development	Policy/Strategy/ Programme Monitoring	Review Work	Call-In/Review of Executive Decisions	Petition

Date of Meeting	Items for Agenda		Lead Officer
14 June 2022	Part A – Formal	• Agreement of Work Programme 2022/23	Scrutiny & Elections Officer
		• Growth Strategy – Monitoring Update (Interim) 2022/23 (VERBAL REPORT)	Assistant Director of Development & Planning/ Business Growth Manager
		• Update on Shared Prosperity Fund and Levelling Up Fund	Assistant Director of Development & Planning/ Business Growth Manager
	Part B – Informal	• Review work	Scrutiny & Elections Officer
1 August 2022	Part A – Formal	• Update on Town Centre Regeneration Frameworks (VERBAL REPORT)	Assistant Director of Development & Planning/ Business Growth Manager
		• Work Programme 2022/23	Scrutiny & Elections Officer
	Part B – Informal	• Review work	Scrutiny & Elections Officer
4 October 2022	Part A – Formal	• Growth Strategy – Monitoring Update (Full) 2022/23	Assistant Director of Development & Planning/ Business Growth Manager
		• Review of Regional Strengths Post-Pandemic To cover: D2N2; HS2; Bolsover Skills Survey	Assistant Director of Development & Planning/ Business Growth Manager/ Partnerships Team
		• Work Programme 2022/23	Scrutiny & Elections Officer
	Part B – Informal	• Review work	Scrutiny & Elections Officer

Date of Meeting	Items for Agenda		Lead Officer
159 6 December 2022	Part A – Formal	• Growth Strategy – Monitoring Update (Interim) 2022/23	Assistant Director of Development & Planning/ Business Growth Manager
		• <i>Update on Shared Prosperity Fund and Levelling Up Fund - TBC</i>	<i>Assistant Director of Development &amp; Planning/ Business Growth Manager</i>
		• Operational of ‘Shop Local’ initiatives and Town Centre viability	Assistant Director of Development & Planning/ Business Growth Manager
		• Work Programme 2022/23	Scrutiny & Elections Officer
	Part B – Informal	• Review work	Scrutiny & Elections Officer
7 February 2023	Part A – Formal	• Delivery of Dragonfly and Bolsover Homes Programmes	Assistant Director of Property Services and Housing Repairs
		• Work Programme 2022/23	Scrutiny & Elections Officer
	Part B – Informal	• Review work	Scrutiny & Elections Officer
13 March 2023	Part A – Formal	• Growth Strategy – Monitoring Update (Full) 2022/23	Assistant Director of Development & Planning/ Business Growth Manager
		• Work Programme 2022/23	Scrutiny & Elections Officer
	Part B – Informal	• Review work	Scrutiny & Elections Officer



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